

DECEMBER 5, 1952

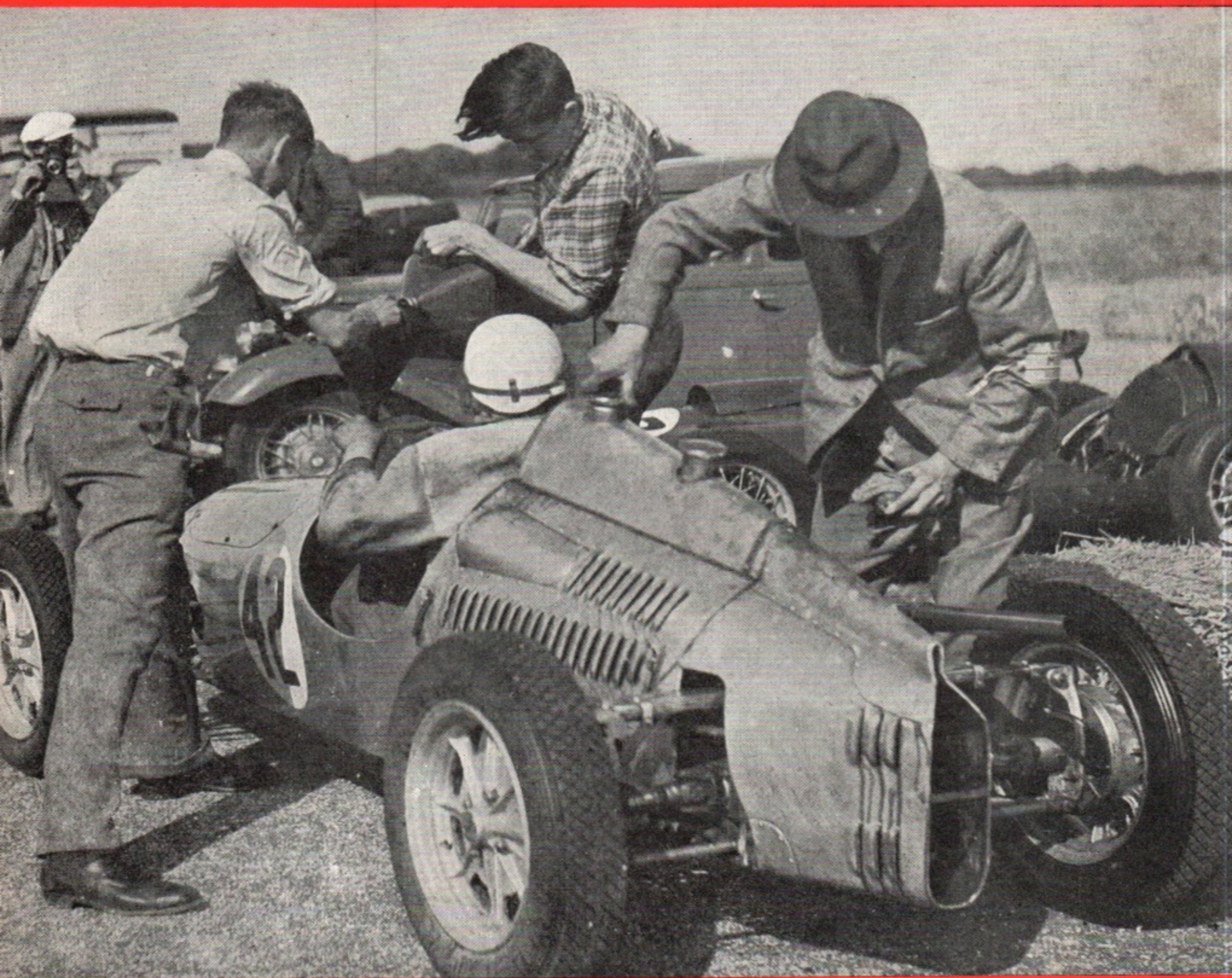
AUTOSPORT

1/6

EVERY FRIDAY

Vol. 5 No. 23

BRITAIN'S MOTOR SPORTING WEEKLY



IN THIS ISSUE

ARE YOU GOING ON THE "MONTE"? : THE DEVELOPMENT OF RALLIES : SAGA OF THE ASTON MARTIN—
PART V : KENTISH BORDER C.C. SPORTING TRIAL : MOTORING HISTORY—FOUND IN A TRUNK
JOHN BOLSTER • MAURICE GATSONIDES • BARCLAY INGLIS • DUDLEY CORAM • H. A. O'BRIEN • WILSON McCOMB



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1949

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AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

Vol. 5 No. 23

December 5, 1952

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NOTICES

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EDITORIAL

THE subject of protests is one that gives rally and trials organizers a severe headache. AUTOSPORT feels that, for the future well-being of competitions, clubs should adopt a uniform method of dealing with complaints. For example, in all but major events, the appointment of an umpire is suggested. This gentleman would be given an entirely free hand to examine protests, and on his advice, the club could take what action the organizing committee considered fit. Where marshals' decisions are questioned by competitors, it would be the duty of the umpire to give his opinion for or against the complainant(s). On the entry form for the event there should be a clause stating: "In the case of disputes, the decision of the Umpire must be accepted by all competitors". After all, the marshals who volunteer for the average club event are given the onus of stating whether or not competitors have failed on a section, done a test improperly and so on, and they make their entries on their cards accordingly. In the normal way, competitors accept the decisions of the marshals without demur, but occasionally a driver may disagree and send in a protest. This protest may, or may not be upheld by the organizing club, and should the latter be the case, the driver may carry the matter still further and forward his protest to the R.A.C. for arbitration.

Whilst this procedure may be necessary for events of national or international status, surely the mechanics could be simplified in respect of the average club event? Whilst admiring the spirit of the club which stated laconically in its regulations for a certain event: "Protests—There will be no protests", it must be admitted that competitors should be given the right to air their grievances. By appointing an official umpire, any complaints could be dealt with on the spot; in undertaking to abide by the umpire's decisions, competitors could not possibly have any reason for grumbling should their protests not be upheld.

It would be a simple matter to combine the duties of the R.A.C. Steward with those of an umpire. In this way, the Steward could not only see that the event is being organized properly, but would have the necessary powers of arbitration which would simplify the entire question of how to handle protests.

* * *

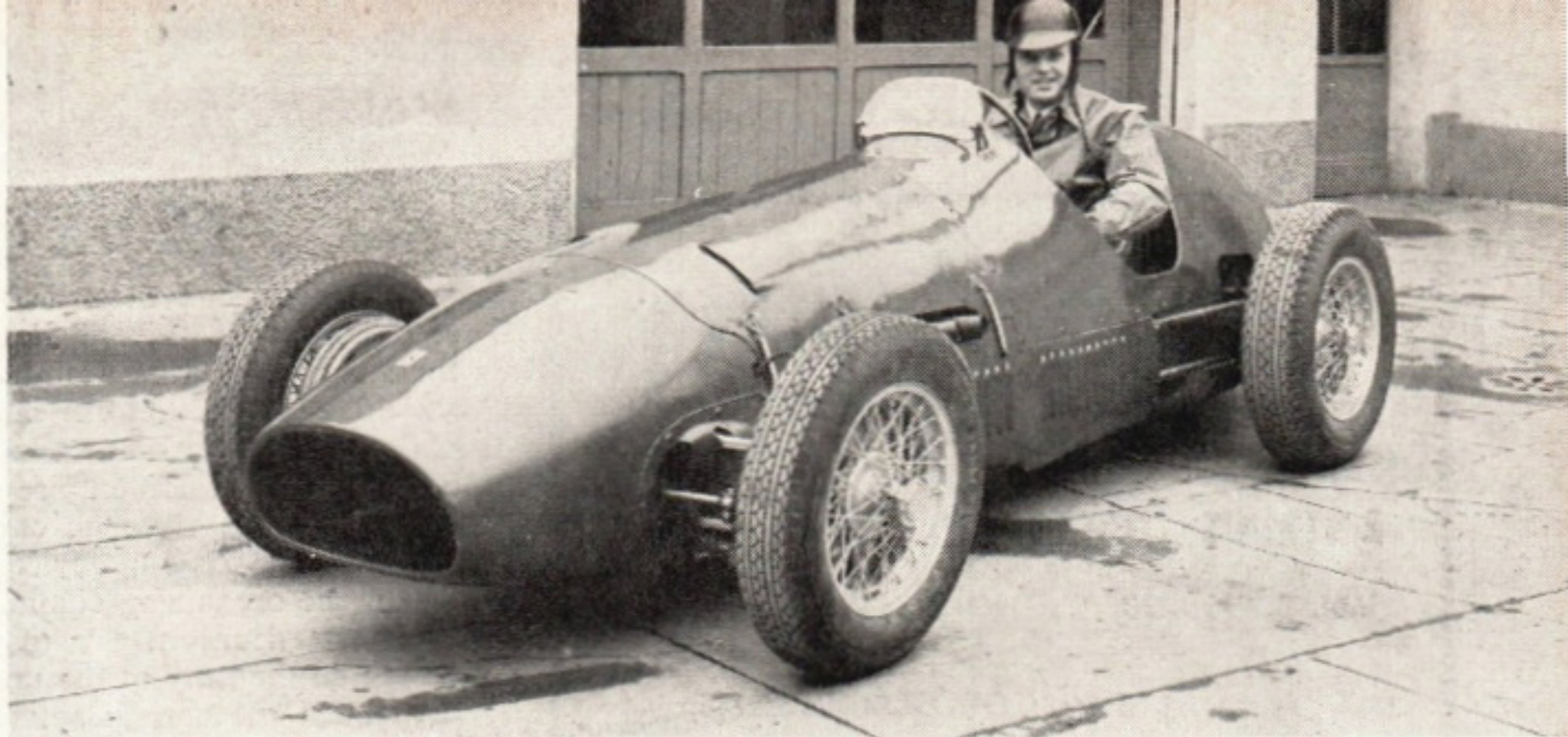
MERCEDES-BENZ have not lost their pre-war flair for publicity. Three days after the conclusion of the Pan-American road race, freshly-printed coloured handbills and posters had been issued by Daimler-Benz to all their foreign agents and dealers, including those in Eire! The propaganda machine is once more at work, and the only way in which this country can prevent its success is to produce cars which will meet and beat the German machines in all major events.

OUR COVER PICTURE

DRIVER—AND FRIENDS: In direct contrast to the frantic refuelling halts of Grand Prix cars is this delightfully simple performance on a Cooper during the Half-Litre Club's 1952 100 Miles Race.

★

FROM FARNHAM TO FERRARI: First published picture of Mike Hawthorn in a Formula 2 Ferrari, taken at the concern's Modena works. The brilliant young British driver has officially signed-up with Enzo Ferrari to drive his cars during the 1953 season, starting with the Argentine races.



★

PIT AND PADDOCK

THE 1953 Cooper "500" has revised rear suspension planned to give a softer ride.

* * *

A FINE suggestion for a Christmas present is a year's subscription to AUTOSPORT.

* * *

FRANCIS BEART is building up a Cooper-Norton "500" which he will enter in a few races during the 1953 season.

* * *

THE "Press Trial"—for motorcycles—will take place in the Sevenoaks area on 14th December. C. Posthumus and John Bolster hope to represent AUTOSPORT.

* * *

NEXT week's issue will contain a full report of the "Gloucester" trial, and a detailed description of the new 1½-litre Borgward sports-racing two-seater.



Vic Barlow of Dunlop's took this picture at Montlhéry. It shows the John Cooper-Bill Aston, Cooper record-attempt party having a snowball battle on the circuit.

★

★

JOHNNY ("Performance Cars") Goldschmidt and Hilda Lusty were married at St. Mary's Church, Stamford Brook on 29th November. The reception was held in the Boat House Hotel, Kew Bridge.

* * *

THIS Thing Called Motor-Racing is the title of a pictorial story of Grand Prix racing from the driver's seat. Published by Auto Course, 48 Brook Street, London, W.1, it should make a good Christmas present—at 5s.

* * *

JOHN BALDWIN of Jowett's gave a luncheon party for Marcel Becquart last Monday at Brown's Hotel, London. Among those present were Frank Grounds and Bob Foster, who will make up a Jowett team with Becquart for the "Monte", and famous French-woman rally-driver, Genevieve Sigrand.

GEOFF DUKE is now said to have turned down the Gilera offer, and will concentrate next season on driving Aston Martins in sports-car races.

* * *

COLOURED reproductions of Roy Nockolds' paintings are issued as Christmas Cards by Motor Racing Publications, Ltd., 81A Gray's Inn Road, London, at 1s. each. Subjects illustrated: activities of M.G., Sunbeam-Talbot, Jowett, Jaguar, Ford Consul and Frazer-Nash cars.

* * *

FERRARI will run two Grand Prix and sports-car racing teams next season. Team No. 1 comprises Alberto Ascari, "Nino" Farina and "Gigi" Villoresi. No. 2 is made up of Mike Hawthorn, Paolo Marzotto and motor-cyclist Umberto Masetti.

* * *

SPEAKERS at the big Jaguar convention to celebrate the completion of the Jaguar removal from the old Foleshill factory on 28th November, were Mr. "Bill" Lyons, Mr. "Bert" Henly and Mr. Spurrier (S.M.M. & T. president).

* * *

AUSTIN A.40 Somerset and A.40 Sports are the subjects of the latest lubrication chart to be issued by the Castrol organization. A copy of the chart, measuring 22 ins. by 17 ins., is obtainable free on request to C. C. Wakefield & Co., Ltd., Grosvenor Street, W.1.

* * *

MERCEDES-BENZ tester and pre-war team-driver Geier slightly damaged himself and a 300 SL open two-seater at Zandvoort recently while giving a demonstration run. His passenger, John Hugenholtz, suffered scratches only. He has been invited to go to Finland to advise on the improving of the Helsinki circuit, scene of the Finnish G.P.

FIFTEEN COUNTRIES IN FIVE DAYS?

Ambitious Winter Project by Team of Drivers in New-type Humber Super-Snipe

LAST Tuesday, at 0300 hrs. (2 a.m. L.G.M.T.), a Humber Super-Snipe saloon left Oslo in an attempt to reach Lisbon, a total of 3,352 miles, in five days—an average speed of 40 m.p.h.

The crew consists of Stirling Moss, Leslie Johnson, John Cutts and David Humphrey, the two last-named being members of the Rootes organization.

This run, according to all reports, was being made under Arctic con-

Then came the Rhine Valley and across the Dutch frontier to Belgium, Luxembourg, and up into the Vosges mountains in France.

Switzerland was entered at Basle,

and the road taken through Liechtenstein to Feldkirch, Austria. This was followed by the Swiss Alpine section including six passes in 70 miles, such as the Parpan (5,088 ft.), St. Julier (7,503 ft.) and Silvaplana (5,955 ft.).

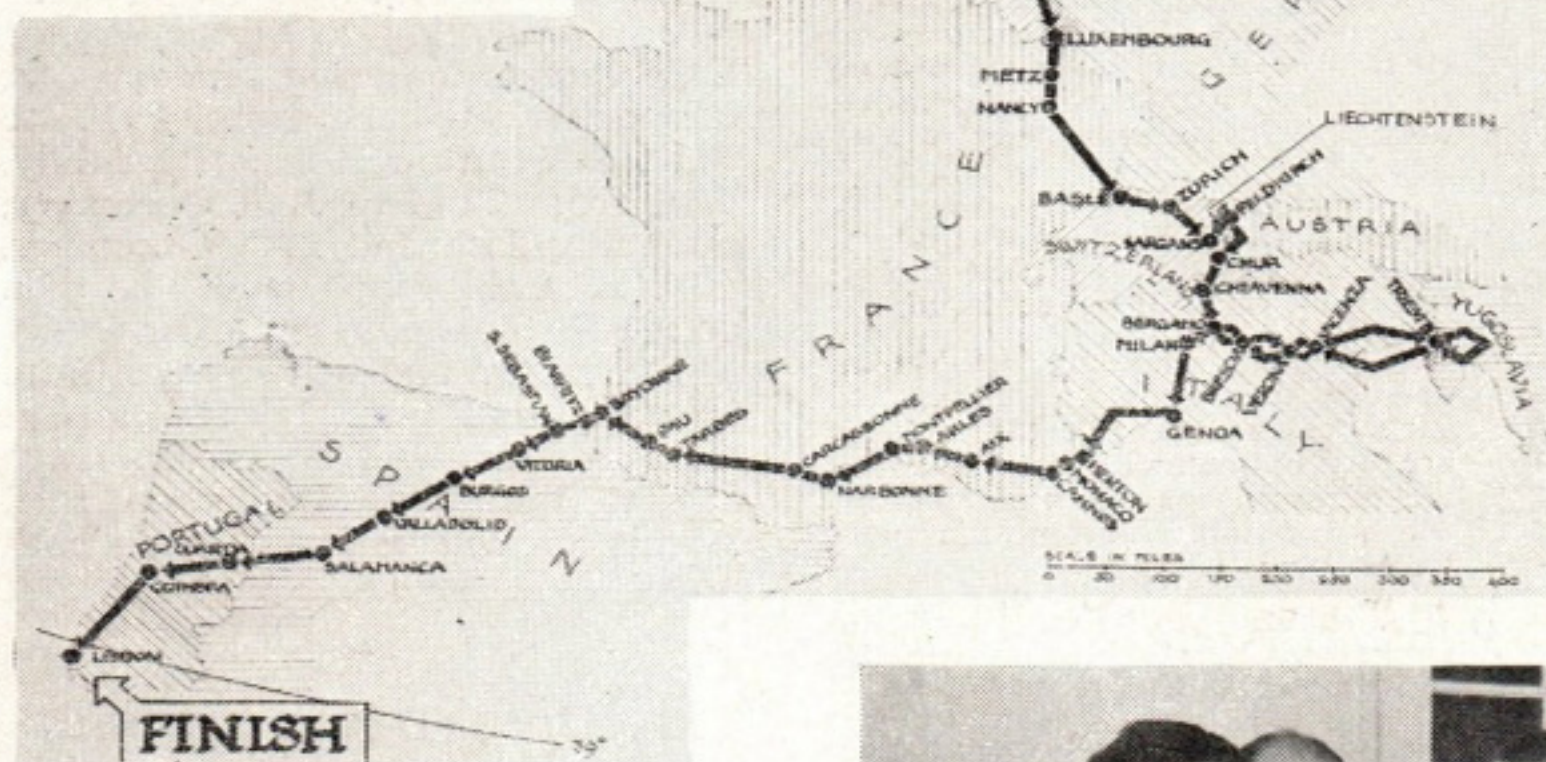
Italy was traversed via Lake Como, Bergamo, the Brescia autostrada, Trieste, and thence to Yugoslavia. A return was made to Italy via Milan, Genoa and into France along the Italian Riviera.

From Cannes the radiator points towards Pau, and then to Biarritz and Hendaye. The final stage is through Spain to the little Portuguese frontier town of Villar Formoso and then to the finish at Lisbon.

Incidentally, one of the Norwegian towns through which the car passed was, appropriately enough—Moss!

The car used is a perfectly standard saloon, of the type introduced at Earls Court last month. It has a 4-litre, o.h.v., 6-cylinder "Blue Riband" engine which can propel the car at over 90 m.p.h. As each country was traversed, that particular country's national flag was mounted on the car. It is to be hoped that by early Sunday morning there will be 15 flags on the Humber!

★
Sketch map of the 3,352 miles route to be taken by the Humber Super-Snipe.
★



ditions in many places. Heavy snow, ice and all the weather risks of a Continental winter must have made it extremely difficult to keep up the high average speed of 40 m.p.h. Drivers were briefed that on no account were speed limits to be exceeded.

Norman Garrad was responsible for planning the route and advising the crew as to what hazards they could expect. As can be seen from the map, the route ran from Oslo, via the Halsingborg ferry, Sweden, Helsingör (Hamlet's Elsinore), the Korsor-Nyborg ferry, to Krusaa, Hamburg and Hanover. From this point the Super-Snipe was travelling along autobahns to Dusseldorf.



(L. to R.) Stirling Moss, John Cutts, Leslie Johnson and David Humphrey before the start of their winter adventure.

SPORTS-NEWS

ROYAL PATRONAGE FOR R.S.A.C.

INTIMATION has been received by the Rt. Hon. Viscount Weir of Eastwood, President of the Club, that His Royal Highness The Duke of Edinburgh, K.G., K.T., has graciously consented to extend his Patronage to the Royal Scottish Automobile Club.

This Patronage is received with the utmost pleasure and gratification not only by the Members of the Committee and of the Club generally but by the motoring movement throughout Scotland. It is a great honour and privilege to have the direct interest of His Royal Highness in the protection and furthering of motoring in Scotland.

* * *

COLD WEATHER—AND THE STARTING BOGY

THE recent spell of hard weather has focused attention once again on one of the bugbears of the motorist—"starting from cold". Drivers—particularly those with older cars—will find that the following hints, issued by the R.A.C., will facilitate starting in cold weather:—

- (1) Change to the winter grade of engine oil, as recommended in the maker's handbook.
- (2) The battery should be in first-class condition. If in doubt, have it checked by a battery specialist and, if necessary, replated or renewed.
- (3) The distributor points should be clean and in good condition. The gap should be set to the recommended clearance—usually .010 in. to .012 in.



The 1/33rd scale XK 120 Jaguar and DB2 Aston Martin by "Minimodels", with a matchbox as comparison. These models have a front-wheel drive "keyless" clockwork motor.

★

PRESENTATION:
This magnificent picture by Reg Nockolds was presented to Mike Hawthorn on behalf of the Esso Petroleum Co., Ltd., by the Duke of Richmond and Gordon at a recent reception in London. It depicts the "Farnham Flyer" in his Cooper-Bristol leading Villorosi in the pouring rain at Boreham during the "Daily Mail" International race on 2nd August.

★



- (4) Sparking plugs should be in reasonably clean condition both internally and externally, with the points set to the recommended clearance. If the plugs have been in use for 10,000 miles or more, they should be replaced by new ones.
- (5) High tension leads must be in good condition. If at all doubtful, they should be renewed.
- (6) Car owners who are unable to devote the time necessary to verify items (2), (3), (4) and (5) are recommended to have an electrical service check carried out by a reputable automobile electrical specialist.
- (7) It is helpful to "ease over" the engine by hand before using the self-starter.
- (8) The use of an under-bonnet heater can facilitate easy starting.

MOTOR RACING EXHIBITION

THE British Racing Drivers' Club are presenting a Motor Racing Exhibition, featuring models of famous racing-cars from 1910 to 1952, at Stratton House, Piccadilly, W.1, from 22nd to 30th December, excluding 25th and 28th December.

The Exhibition will be on premises loaned by University Motors, Ltd., and will be open from 10 a.m. to 8 p.m. daily. Famous racing drivers will be present each day to autograph books on sale. Admission will be 2s., children half-price.

* * *

XK 120 AND DB2 MODELS

MINIMODELS LTD. have produced two pleasingly realistic "Scalex" 1/33rd scale models of the Jaguar XK 120 open two-seater and the Aston Martin DB2 saloon. These are endowed with keyless clockwork, operated by drawing the car back and then releasing, but their realism is such that these models would look well adorning the mantelpiece or desk top of the staid enthusiast. With Christmas in the offing, however, one can foresee some enthralling "race meetings".

They can be obtained from Barkers, Gamages, Selfridges, the Army & Navy Stores, and all leading toy shops, at a cost of 4s. 11d. each, including Purchase Tax. Makers' address is Tennyson Works, Mill Hill, London, N.W.7.



THE DEVELOPMENT OF RALLIES

by

Barclay Inglis

My friend Holland Birkett's admirable article on "The Rational Design of Road Events" (AUTOSPORT, 14th November) leads me to set down some further thoughts on the same subject and in particular to outline, in the hope that it may prove of interest and assistance to other organizers, the device which was evolved for use in the Eight Clubs' recent Eastbourne Rally.

No one will disagree, I fancy, with our belief that a Rally should be won on the road section; certainly this view is current amongst the Clubs, even if—as Birkett, too, implies—it appears to find little expression in the organization of our biggest rallies. Not that these major affairs are unenjoyable, far from it, because it is always fun to be part of a big sporting assembly, to meet old friends and make new ones, and to hear and to tell of the many entertaining experiences to which such occasions invariably give rise. Nevertheless, the average Club member will think twice these days, of spending up to £10 or £15 in petrol on a somewhat pointless procession round the country (during which an unlikely mechanical failure is about the only way of losing marks, apart from falling asleep at the wheel through fatigue or boredom) merely to find that the destination of the awards is then settled in exactly the same manner as when his club runs a driving test meeting at home. Road mileage, he thinks (and I agree with him), is justified only if it presents some difficulty worth overcoming. Thirty years ago, a trip of 1,500 or 1,000 or even 500 miles would have presented plenty—many of us can remember when a 50-mile run was an adventure, and rarely trouble-free—but the average car today, especially as maintained by the enthusiast, can be reckoned upon to cover

a few hundred, or even a few thousand, miles of ordinary not-very-fast motoring without mishap; at least it is simply bad luck or bad preparation (or bad driving) if it doesn't. Some other kind of difficulty is therefore needed to warrant the consumption of much petrol, rubber and energy, and herein lies what I should like to see organizers accept as a challenge to their wit and ingenuity.

The classic rallies abroad are commonly won on the road (or come very close to it) because they confront the competitor with such difficulties as mountain passes, high average speeds and extreme weather conditions. These same difficulties cannot be reproduced in this country and the problem therefore arises of finding others of a different nature to take their place.

Hand in hand with this question of making the road section sufficiently tough to be interesting goes another which at first glance may seem to be almost irreconcilable with it—that of avoiding offence to public opinion. This may be offended, to the eventual detriment of the sport, in various ways, but perhaps the most flagrant are the spectacle of cars with rally plates dicing through towns at speeds sufficient to catch the eye (and the ear) of the bystander, and what Birkett refers to as "the high-speed procession" which results from dispatching the field at one-minute intervals along a set route through populous areas. Whatever steps are taken to stiffen up the road section, therefore,

should equally be designed to avoid these other (potentially more serious) evils.

The solution of these problems, which have occupied the thoughts of a number of organizers, was lent urgency, so far as I was concerned, by the comment of some members eligible to compete in the Eight Clubs' Rally that "they supposed it would be just another of those rallies, with a lot of senseless mileage and the results decided on the tests." This was casting down the gage with a vengeance, and it remained to pick it up smartly and to get busy putting some theories to the test.

In this particular case, the road section would be taken in darkness—apart from the last 50 miles into Eastbourne—and an obvious difficulty to present to competitors was thus that of the type of night navigation which involved intricate reading of the one-inch Ordnance maps and the threading of their way through the back lanes and tracks with which our countryside abounds. To force this upon the entry, however, it was clear that controls of passage must be so placed as to exclude the use of main road alternatives—a procedure which would lend itself at the same time to the avoidance of towns and built-up areas. The snag, on the face of it, was that a phenomenal number of marshals would be needed to man so many control points, and it was therefore necessary to devise a method of using unmanned controls.

This had been done, to a small extent, in the Night Trial field by the (then) Lagonda Car Club, and adopted by others, by the planting of code-words which had to be located and copied on to the Route Card, or by requiring competitors to note particulars from specified sign-posts. Excellent as are these devices, it seemed to me that they would become



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SECTION 2

	Map	Reference	Code No.
START	145	661250	
CONTROL OF PASSAGE	145	577/270	A 1
CONTROL OF PASSAGE	145	501217	B 7½
CONTROL OF PASSAGE	145	Scopness Hill	C 2
CONTROL OF PASSAGE	145	379319	D 8
CONTROL OF PASSAGE	145	Traitor's Ford	E 4
CONTROL OF PASSAGE	145	Whitcomb Bridge	F 6
	144	A D B E C F	Time
		1 5 7 4 2 6	
TIME CONTROL 1			
TIME CONTROL 2	144	163416	Time
END OF SECTION			

	1	2	
TIME IN	22.49	23.03	
STARTED AT	20.50	22.49	
TIME TAKEN	1.59	1.4	
STANDARD TIME	1.41	1.5	
LATENESS	18		TOTAL: 18
MARKS LOST—LATENESS			90
OTHER MARKS LOST			
TOTAL MARKS LOST			90

Specimen of the Section 2 Route Card, used on the Eight Clubs' First Eastbourne Rally.

Development of Rallies—continued

somewhat monotonous if made the principal feature of an entire event, and I was also attracted by the notion of introducing some form of "bonus" control which could be located by those completing the route correctly, but might be missed by others, who could, nevertheless, continue in the rally with no more severe penalty than the loss of some marks.

Out of all this was evolved a procedure which worked well enough to suggest that other organizers may wish to try it out and perhaps to develop it further. By its means we found it possible to send competitors over close on 150 miles from the start at Hatfield to Chedworth Aerodrome, near Cheltenham (which I had chanced upon when route-hunting in the Cotswold area last Easter) without their passing through a single town or covering more than five or six miles on "A" roads, unless by making an obviously unnecessary and time-wasting detour from the direct route.

The basic conception first envisaged the splitting up of the route into sections; these ranged between 40 and 55 miles in length, but the distance is settled in practice by the need to have eight controls per section and to place these points sufficiently close together to limit the choice of routes to minor roads and tracks, and to steer the field away from towns. Secondly, each section was to consist of a starting point, six (unmanned) Controls of Passage and two marshalled Time Controls. The National Grid system of six-figure map references was employed to define the location of the points, although a little variety was created by the occasional employment of a place name, the Final Instructions having stated that "any Control described by means other than a map reference would be distant from the preceding Control by not more than 12 miles, measured in a straight line". This was intended to set the navigators to searching the map for a name such as Littlecote Ford written in small type,

thus forwarding the fundamental idea of a conflict of interest between navigator and driver—the latter saying "Hurry up and tell me where to go next" and the former "Slow down and let me look at the map." Another advantage to be derived from the use of Section Route Cards was the possibility of speeding up the production of results, as each section could be scored against Standard Time separately and quickly, leaving the results staff at the finish only the task of summarizing these figures and adding test times and penalties. (The collection of these Section Route Cards, in fact, broke down because of the delays occasioned by fog, but the specimen card here reproduced will illustrate the workings of this system, and we shall make more impregnable arrangements in future for their conveyance to the finish.)

At the start of a section, then, the competitor is issued with a Section Route Card bearing his number, and on which the official enters his starting time, in the example given, 2050 hours. At the first Control of Passage, as indicated by the six-figure map reference, the competitor finds by the side of the road and visible from the car, a board, some



F 6

ADBECF

(Above) The board displayed at the sixth Control of Passage on Section 2, as explained in the text.



(Right) The Marker Route Card issued to Competitors on the Eight Clubs' Rally, showing its use as a score-card.

eight inches square, bearing the Eight Clubs' emblem, the letter A and a figure—in the instance quoted a 1. At the second Control of Passage, he finds a similar board with the letter B and a figure, and so on until he has found cards with the letters up to F. On the last of these, in addition to the letter F and a figure, he finds an arrangement of the letters A-F. These six letters are then entered in that order in the space provided, and the corresponding figures written below them in the corresponding order, thus producing the map reference of the first Time Control. Here the marshal enters the time of arrival and also writes in the same time at the start of the second part of the section. At the second Time Control the official enters the "Time In", retains the card and issues the Section Route Card for the next section.

The Final Instructions informed competitors that the various letters and numbers at each Control of Passage would, as a precaution against the bucolic sense of fun, be painted on the road, as well as being displayed on the board; in the event, no one interfered with the boards, and the "back-marking" travelling marshal found and collected them all.

It will be seen that competitors who failed to find any Control of Passage were precluded from finding the first Time Control, but were still able to proceed to the end of the section (Time Control 2) under a substantial penalty—100 marks for missing a Control of Passage and 300 marks for missing a Time Control. Throughout the event, competitors also carried a Master Route Card, giving the location of the end of each section, so that (again under penalty) they could, if they wished, omit a section completely but still remain in the running. These Master Route Cards were collected at the finish and served as summary cards for scoring the results.

The ability to employ numerous Con-



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No. 80

START: STONE HOUSE HOTEL, HATFIELD. (Tel.: HATFIELD 2114)

SECTION	END OF SECTION
SECTION 1	END OF SECTION
SECTION 2	END OF SECTION
SECTION 3	END OF SECTION
SECTION 4	END OF SECTION
SECTION 5	END OF SECTION
SECTION 6	ENDS SHORTLY BEFORE BREAKFAST STOP—The Watermill, Dorking. (Tel.: Dorking 297011.)
SECTION 7	END OF SECTION
FINAL CONTROL AND RALLY HEADQUARTERS—	Imperial Hotel, Devonshire Place, Eastbourne. (Tel.: Eastbourne 5280.)

TEST 1	
TEST 2	107
TEST 3	
SCRUTINEERING	
TEST 4	

MAP	REFERENCE	PENALTY MARKS
140	217987	—
146	661250	75
144	163416	90
144	039128	25
148	333418	0
140	445624	55
170	179501	116
183	580020	5
	198	366
	73	271
		0
		639
		1,276

START	SCRUTINEERING	FINISH	MARKS
NO DAMAGE		O.K.	

The Development of Rallies—continued

trols of Passage and thus to keep the field on the minor tracks and Roman roads made it possible for the organizers to ensure that entry into a town meant a hopelessly long detour; while the use of major roads entailed so much greater a mileage than the direct route by the lanes that no sensible competitor was likely to choose this alternative. A set average speed of 28.8 m.p.h. was required, and various "guinea-pig" cars of poor ground clearance and extravagant wheel-base were taken over the tracks to ensure that no chassis-breaking stuff was included; on one or two grassy portions, the whole area was paced over for the same purpose, and an eminent member of the medical profession spent a day uprooting thorn bushes and cutting back brambles and undergrowth.

The result of adopting these theories was that no competitor failed to lose marks in the first section of 55 miles, and, indeed, everyone was also penalized on Sections 2 and 3. I do not quote these facts in any mood of complacency—we learned a lot from the mistakes we made—but I suggest that the planning of a road section on these lines is one way in which organizers can design a rally with a good chance of its being won on

the road. It is, perhaps, worth adding that there were no accidents, and that only two cars ran into any trouble—one a competitor who bogged himself when off-route, the other an official who sank with all hands while watching him.

Postscript.—John Gott's interesting letter in the issue dated 21st November, while mainly complimentary to the Rally, criticizes the marking applied to the driving tests as placing too much emphasis upon them in relation to penalties for lateness on the road. I should like to reply that this result was diametrically opposed to the organizers' intention, because it certainly was not foreseen that test times, even with the mixed entry we had, would cover so wide a range. Moreover, in quoting the extremes in the Night Driving Test as equivalent to 34 minutes' lateness, your correspondent overlooks the fact (which he could hardly have known, it is fair to add) that marks he mentions included penalty marks for touching pylons, etc. Nevertheless, we set out in planning the marking to prevent a good performance in the tests from redeeming a bad one on the road, and only the contrariness of competitors in returning such diverse test times upset this plan.

However, I still make so bold as to

say that I do not know of any other rally run in this country which really did find all the winners on the road section. (I await a deluge of corrections.) It is true that the placings were slightly altered by virtue of the test markings, but if all the test marks are eliminated we still have the first six or seven places sorted out without a single tie. In short, no one came through the road sections unpenalized. Without in any way depreciating the London Rally, which I thoroughly enjoyed, this succeeded only in reducing the field to three who came through the extremely difficult road section without penalty, and it was, therefore, won, so far as these three were concerned, on the tests. If I may say so without appearing self-satisfied, it was really only a lack of confidence in the effectiveness of the theories I was trying out which led me to include tests in the Eight Clubs' Rally at all. Perhaps we shall truly stick our necks out next year and have a couple of tests merely as tie-deciders. In fact, since our views are so obviously identical, I am almost inclined to invite both John and Holly to join in the organization, in the hope of producing something truly noteworthy while at the same time eliminating a couple of formidable competitors from the field.

EASTERN COUNTIES NIGHT NAVIGATION TRIAL

A Tough Route Rendered Tougher by Snow—

E. Ridley (1½-litre M.G.) The Winner by Clear Margin

THE Eastern Counties M.C.'s closed Night Trial, held on 29th November, was routed on Suffolk and Essex lanes and roads, all of which the organizers said were metalled. Competitors had to take their word for this for, generally, the roads were snow-covered and very slippery. The organizers had been forecasting a difficult route but had not dared to prophesy snow, even if they wished for it.

A full list of entries came from places as far afield as King's Lynn and London and varied from a 1927 Clyno to a J2 Allard and one of the comparatively rare V8 Rileys. Atmospheric conditions had been deteriorating all afternoon and by the time of the start at Raydon Airfield at 6 p.m. some indication of trouble to come was given by a cold, icy and sleety rain. A local press photographer attended and one competitor, having comfortably settled himself under a pile of clothing, was dragged, with his navigator, into the icy blasts and made to pore over a map in complete darkness while a flash photograph was being taken.

The first section was relatively easy, involving map references interspersed with the usual "turn left—turn right" instructions. Nevertheless, quite a few went astray.

In section two, competitors had to find a signpost, details of which were given on the route sheet, and, at the same time, arrive at that S.P. working to a time tolerance of one minute either way. Snow was now falling fast and A. T. Brook, arriving at one corner at what a few minutes before would have been a reasonable speed, pressed on, involuntarily, into the ditch. The car was not

amused. By the end of this section, only 17 of the 31 entries were still on the beam and only 11 were carrying no time penalties.

The next control, located by two bearings drawn from points readily identified on the map and intersecting at a point to be approached only from the N.E., really caught out the navigators. Only eight passed through and only five on time. Some far-sighted cars had been equipped with protractors and other weapons of modern science and arrived on time. But one, at least, managed equally well with pieces of string. The control was situated at the bottom of quite a steep valley and the descent into it was quite easy—too easy. The ascent away was quite the reverse. Your reporter visualized sliding back down again and then back up the other side, shuttling to and fro all night in a sort of perpetual motion. It was quite feasible for there was no friction.

Onwards to the next check which promised well but suddenly became astonishingly difficult. The control was in a public house in Colchester and its position was located by the usual six-figure reference. One arrived in the right district easily enough and then began a hunt for the control. Inmates of neighbouring hostels must have been reminded of that famous door in *Itma*. The latch on the door would click, a face well covered with snow and bearing a worried look, would search the room in vain for marshals, then retire with a few muttered blessings on the house and the latch would click again behind the visitor. When eventually found, the marshals murmured comforting words like "Turned out nice

again", etc. It has been creditably reported that some of the entries by these marshals on their control sheets were not too easily deciphered—a well-chosen control!

Reluctantly leaving this section, the remaining drivers tried to make up time on the next short route, a feat which was encouraged and helped by empty roads. They certainly needed all the room they could get and some took their fair share of grass verges, too. Round here the J2 Allard, with Jacobs up, collided with something heavier than air, and retired with a somewhat damaged steering assembly. The field was now much smaller with only three unpenalized.

More sections followed with more map references, more checks and more snow. L. J. Coe saw one non-competitor slide down a hill out of control, spin completely round twice and then dart backwards into a ditch. The ensuing rescue was all taken as part of the fun and caused no delay at the next control.

In all, 11 competitors handed in route cards at the last control at the Black Tiles Restaurant at Martlesham, 85 miles from the start. One was actually early and claimed he had over-corrected for the wheelspin on the speedometer. Only six had been through all controls in their correct order. (Somebody, having decided to retire, accidentally found a control at approximately the right time on his way to the finish and claimed it as one of his bag.)

The winner, by a very clear margin with only 10 marks lost, was E. Ridley (1½-litre M.G. saloon). Second was R. G. Barton (Ford Zephyr), 33 marks lost, and third was L. J. Coe (8/90 Adelphi Riley saloon), 63 marks lost.

After supper the Stevold Trophy was presented to the winner by Mr. Stevold. Thanks were also expressed by the Chairman (Mr. L. J. Coe) to all the marshals who performed such feats of endurance in the blizzard.



★
"Gatso" and Barendregt at the Hague control in the 1950 "Monte". Co-driver Spencer is sound asleep in the back seat of the Super-Snipe. Crew are clad in flying suits, notwithstanding heater and other amenities of their large family saloon.
 ★

ARE YOU GOING ON THE "MONTE"?

Some Practical Suggestions, Based on the Experiences of a Famous Rally-driver, for Competitors in the Great Winter "Classic"

IN this article I would like to discuss all the futilities appertaining to a rally, futilities which one is apt to overlook, but which may grow out of all proportion during the event.

My first advice is: start your preparations as soon as possible, both on the car and on the rest. I am firmly convinced that the only way to obtain a good place in the final results list is to start work on a Monte Carlo Rally car during the first days of November. Not more than a month later, work on other formalities should begin.

by

MAURICE GATSONIDES

Illustrations by JAN APETZ

Firstly, the choice of a team; it goes without saying that this team should be composed of motor-sporting enthusiasts who can drive fairly well, and who can get on well together. Team-members should put up with each other, especially

when sleep and fatigue are beginning to tell, and they should always be cheerful. Morale in the car must never be in doubt, even when everything goes wrong. Quarrelling in this small, confined space is intolerable, and many times after doing a rally together, even the best of friends have been known not to speak to each other for years. In direct connection with this fact, it is a wise precaution to put all agreements clearly, in writing if possible—particularly anything dealing with finance!

Talking about finance prompts me to say some more on this subject. It is clear that every team makes its own arrangements, but for those interested it may be useful to know something about the arrangements made, as a rule, in Holland, but which are also in use in France.

Usually the car is the property of the entrant. He completes his team with one or two co-drivers. We always pay equal shares of all rally expenses, including those for the preparation of the car. There are items for insurance, entry fees, fuel, meals and hotel expenses for the trip to the starting place, rally and trip home, and so on. Sometimes the



★
... the team should be composed of motor sporting enthusiasts.
 ★

owner stipulates also that an amount for the depreciation of the car is included, and this is perfectly reasonable. The car will not suffer more than on a long foreign trip and the normal depreciation per mile need not be exceeded.

It may be superfluous to remark that each team-member should see to it that his health is in perfect order. All organs which should be tested from time to time, such as eyes, teeth, a rupture and other weak spots which everyone knows for himself, must be looked over in time and if possible put right, even by an operation.

I strongly recommend paying for all meals during the rally, as well as for the fuel, out of the common purse. However, to prevent trouble later on, costs of hotel, meals, drinks and so on, *after* the finish in Monte, should be paid privately. I won't try to give more detailed costs, as they may vary widely with personal desires and tastes, but the following is a rough estimate: total



... small restaurants where "mine host" disappears into the kitchen.

untrue and the beds are always clean and comfortable. When all is said and done, sleeping quarters are a necessity, but for most of the day one is out and about to look at Monte and its lovely surroundings in weather which is always far to be preferred to a British or Dutch January.



★
H. Imbert and
J. Franqueville
with their
Delage at
Umea, in the
1937 Monte
Carlo Rally.
★

costs of a Monte Carlo Rally, the preparing of the car, hotel and cost of living for three men, both in the starting place and in Monte Carlo, could be done for about £250. (I know that some teams will not be able to eke out a dreary existence at double the sum!) An important item is hotel costs in Monte Carlo, where at least a week is spent. Although running the risk of displeasing the owners of sumptuous hotels out there, I advise you who have to make do with a small sum, owing to foreign currency restrictions, to frequent the smaller ones. There are no escalators maybe, and no gold-braided menials to revolve the revolving doors for you, but when living in one of the small hotels, many French francs will be saved. The tales about vermin in those small hotels are completely

What I said about sleeping accommodation goes for meals, too, only more so. There are small restaurants where "mine host" disappears into the kitchen when you enter, while a boy is sent running to the butcher and the grocer as soon as you have ordered. Invariably the food is more often than not prepared with far more care and devotion than is the case in many big establishments, and costs less than half the price—and for a few shillings you get plenty of the *vin du pays*.

Talking about food and drink reminds me of the important fact that team-members should lead temperate lives—at least for several weeks before the start. This is self-evident, but it often happens, and I am no exception, that one works

on the car for nights on end or that some sudden disaster has to be met with hard work. As regular sleep is so important, see to it that each night you stay some extra hours between the sheets, and this advice for pre-rally days is equally valid for the rally itself. "What the blazes does Gatso mean?" you will probably say. But I firmly maintain that during the rally you should eat and sleep as much as possible, whenever you get the chance—for instance, when a precious hour is saved at a control. A substantial hot meal is then indicated, while the team-member who is not scheduled to be at the wheel for the next few hours may partake of a good glass of wine, so that he may sleep soundly as soon as the car moves off. When not driving, try to sleep! It may be absorbingly interesting to see what happens outside, to note which fellow-competitor has finished up in the ditch, or simply to admire the surrounding landscape, but all those interesting scenes are for the man at the wheel only, and the others should sleep. It is therefore a good move to equip one of the front seats with a back which can be let down. This means that a wide front-bench should be replaced by two separate seats. I know that many experienced rallyists violently disagree with me and that in many three-men teams one man only is allowed to sleep, while the driver relies on a navigator to find the way. The roads on the Continent are not as difficult to find as all that. When the driver memorizes the names of some places and preferably some road numbers for the stretch to the next control, it is almost impossible to get lost. During the Monte, roads are always lined with policemen, especially at junctions and cross-roads, to indicate the right way—at all hours of the day and night.

To be able to profit by the above advice it is necessary to trust one's co-drivers at the wheel explicitly. Keep this in mind when composing your team. It is also necessary that each team-member has his (or her)

... your oldest suit, in which you always feel comfortable.



Are You Going on the "Monte"?—contd.
special task. One of them controls the money and has to look after refuelling. Another looks after oil, water and tyre pressures, whilst the third, usually the skipper, is responsible for timekeeping, the road-book, the map-reading for the next run, and when his turn has come to give the wheel to a team-mate, he also transfers this work to him. The decision what to take and what not to take along is up to the skipper, too, of course.

Practice Under Rally Conditions

Before the start one should practise assiduously the changing of wheels, the fitting of snow-chains, the handling of the unditching-gear, and all other things that may have to be done en route. The first practice may take place on the clean floor of a nicely heated garage, but it should be repeated many times under the most difficult circumstances, and if necessary a trip should be made to a snow-clad mountainous country, where these activities should be carried out at night on a steep slope. Even driving the car into a ditch or putting her in a snowdrift may help to put the crew wise about the use of shovels, wire-mesh matting, etc. I can hear you swearing at me when you have overdone things and the car is immovable in the pitch dark! I can really enjoy this, but nevertheless, a spot of real trouble is the best preparation.

Clothes are important, too. In 1937 I saw two Frenchmen start from Umea in a splendid Delage. A famous Parisian "maison de couture" was responsible for their

dress and headgear, which were in perfect harmony with the interior decoration of the car, while a comfortable bed with spotlessly clean linen was also installed. It looked just fine and may have been practical, but it is my experience that your oldest suit, in which you always feel comfortable, is the ideal wear. On top of that a one-piece waterproof flying suit, to be had at any army surplus store, should be worn, together with fur-lined flying boots, good warm gloves and a skiing cap or ordinary cloth cap. If necessary you can crawl under the car in this outfit, without worrying about dirt or water. At the wheel I always wear soft slippers, which can be abandoned for the flying boots in a few seconds.

Often the Dirtier the Better!

Talking about dirt and water reminds me of washing and shaving. At the controls the lavatories are often bursting with competitors who want a wash and brush-up. It is, of course, very refreshing to have a wash, but from experience I know that a dirty skin can better cope with the big difference in temperature of working in the snow below zero and sleeping in the heated car, than a clean one. My team-members only wipe their hands and face with a clean cloth during the run, or, at most, cleanse them with vaseline, but our "wall-paper" is never cracked or worn-out at the finish, though it could be cleaner!

Changing drivers is another item of interest. There are many methods. Some teams stop punctually every two or more hours to let a co-driver take the wheel. I do

not like this system. The best principle is to let one man do a complete stretch between two controls, while the co-drivers sleep. At the control all members of the team have to put their signature in the road-book, and as everybody has to be awake then, the wheel may be given to the next man. Stopping en route to change drivers should be guarded against, and then only when circumstances necessitate this, viz., when the driver gets sleepy. He should immediately wake up a co-driver and not try to carry on. It is far better to take a nap and wake up fresh for the next spell at the wheel. Also, when one is late, roads are iced or the weather is very bad, the wheel should be given at once to the driver who is best accustomed to these road and weather conditions. If one man is assigned to this task, then he should be excused from long spells in the first days of the rally, so that he is fit for the special kinds of trouble which one can be sure to meet during the last 18 hours in the "Monte". If no special man is assigned to the job of driving under difficult circumstances then this should be done by the owner of the car or the skipper of the team, to avoid reproaches in case of a crash. But this also means that he should be spared in the beginning, and that he will have to leave the wheel to his co-drivers. Psychologically speaking, this is the best way to make the co-drivers feel at ease. They drive all the better for it. And never should there be any criticism of each others' driving methods.

Although I am well aware that in this article I have only touched lightly upon a few of the hundreds of problems, and although I know that many will disagree with my points of view, I sincerely hope that aspiring rally-drivers will be able to profit from these few lines.

Certain advice I have kept for the end of this article; however many commercial or other motives are involved, the proper spirit in the team should be kept, and it should always be remembered that our mutual hobby is a "sport" and nothing else. Many a rally has been lost by bickering amongst the members of the crew, leading to distrust and consequently errors of judgment and in navigation. A happy crew is more often than as not a successful one!

"Gatso", in the back seat, and co-driver Van Luyk checking out their Sunbeam-Talbot at Bourges during the 1951 Monte Carlo Rally.



TECHNICAL & OTHERWISE

BY JOHN BOLSTER

THE CONSTANT COMPRESSION ENGINE

IT is well known that a high-compression engine may be expected to be more efficient than one which has a lower compression ratio. Every kind of fuel has a calorific value which may readily be ascertained, and as the internal combustion engine is a heat engine, its task can be simply stated. Briefly, the object of the exercise is to produce the greatest possible amount of heat from a given quantity of fuel, and to convert it into mechanical energy. If the power-unit does this well, it is regarded as having a high thermal efficiency, or, of course, *vice versa*.

To obtain the best thermal efficiency from an engine it is necessary to employ the highest useful compression ratio: that is to say, the highest ratio on which full throttle and optimum ignition advance may be used, without detonation taking place. With an ordinary sort of engine and normal petrol the figure might be, say, $6\frac{1}{2}$ to 1, and the compression pressure 200 lbs. per sq. in. That is a splendid state of affairs, provided that the driver keeps his right foot permanently on the floor!

In spite of claims to the contrary which one sometimes hears on licensed premises, none of us are as lead-footed as that. Most cars are driven for at least nine-tenths of the time on a very small throttle opening, and here the results are not so hot. By throttling the air supply one reduces the pumping efficiency, and

the cylinders are only partially filled. Thus, the thing goes off at half-cock, for the optimum compression pressure is not remotely approached. In practical terms it means that about half the petrol is really wasted at moderate speeds.

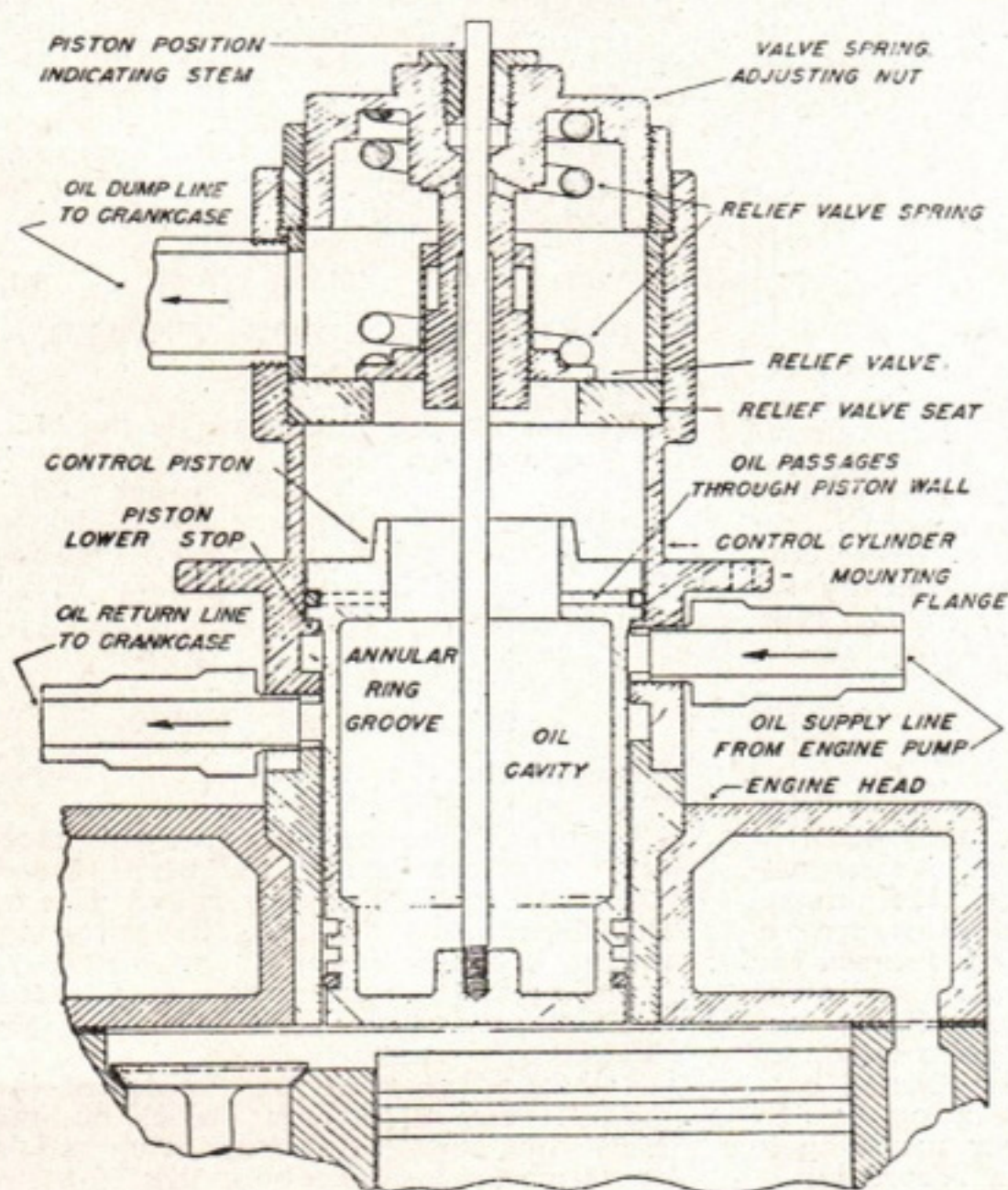
For economical cruising some method must be found of raising the compression pressure to the full-throttle figure. With a geometrical compression ratio of 14 to 1, 200 lbs. per sq. in. might again be recorded, and an astonishing fuel economy would at once be apparent. The car would then be quite incapable of accelerating or climbing hills, however, for a touch of throttle would result in violent pinking, and probably complete disintegration. Obviously, what is needed is an instantly variable compression ratio.

The simplest sort of variable compression engine is one employing a contra-piston. Those model diesel motors are so constructed, and the contra-piston forms, in effect, the cylinder head, and may be screwed up or down at will. It is apparent that, if the contra-piston could be automatically raised or lowered according to the work the engine was doing, a constant compression pressure could be held under all conditions. Such an engine has in fact been produced, and the constructional details and performance figures have recently been revealed in America. It formed the subject of a paper, read before the S.A.E. by W. H. Paul and I. B. Humphreys.

To visualize the Humphreys engine, imagine an ordinary side-valve unit which has had its clearance volume reduced until the compression ratio is 14 to 1. Then, cut a hole in the head and fit to it a plain, vertical cylinder. A piston, inserted upside down in this small auxiliary cylinder, will maintain the ratio at 14 to 1 if it is held right at the bottom. If the piston is left free, it will be blown up against the stop at the top of its little cylinder, and the ratio will be reduced to $6\frac{1}{2}$ to 1. Intermediate positions must, of course, give corresponding compression ratios, and in the experimental engines the dimensions chosen are such that a total movement of $1\frac{1}{4}$ ins. is available for the contra-piston.

The automatic movement of the contra-piston is secured hydraulically. Oil from the main lubrication system is used, and is fed in above the piston so that it tends to force it down. There is a large relief valve, which is set to blow off when the compression pressure reaches a predetermined figure, say, 200 lbs. per sq. in. By suitably restricting the oil ways, and fitting a specially proportioned piston, excessive movement can be avoided, and damping provided in both directions. Thus, the clearance volume adjusts itself, and by continually varying the compression ratio, the compression pressure may be held substantially constant, irrespective of throttle opening or load.

Obviously, the full-throttle performance of the engine is not affected, but a progressive increase in economy is afforded at lower speeds and lighter loads. Many test-bench figures are given by the authors, from which it may be seen that the theoretical expectations are fully realized. On the road an Oldsmobile that gave



CONVERSION: Section of the Humphreys conversion unit for adaptation to a conventional side-valve engine. (Reproduced from the "S.A.E. Journal")

17½ m.p.g. at 50 m.p.h. in standard form, yielded 26½ m.p.g. when converted to the constant compression system. Truly a worth-while gain!

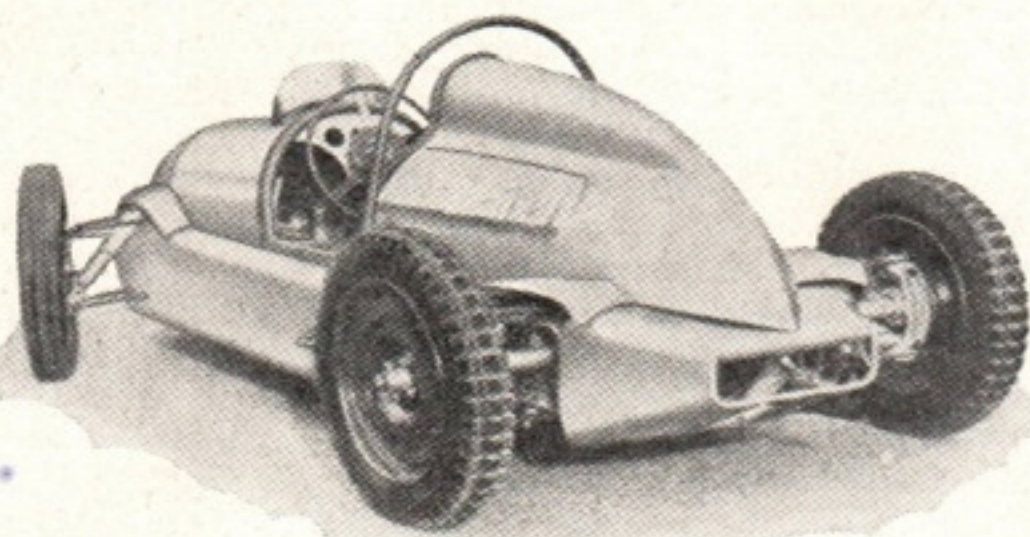
The contra-piston arrangement is applicable to the side-valve engine, as we have seen, and it could also be used with two-stroke or sleeve-valve units. For the overhead-valve types, though, it lends itself less readily, and I am afraid that a much more complex solution might be required. Nevertheless, the benefits are so great that the subject is certainly worthy of further research.

It is unlikely that petrol will ever again be cheap and plentiful, and so any method of improving the thermal efficiency of our engines is worth pursuing. While the Humphreys engine is perhaps not applicable to machines of the highest performance, it may well have a useful future among everyday cars. There is always the question of additional cost to offset against its potential economy, but at least it reduces the gap between spark ignition and diesel consumption figures. Anyway, it makes a change to write about m.p.g., instead of my usual insistence on m.p.h.!

FOREIGN "FIVE-HUNDRED"

Scandinavia's Contribution to Formula 3

ALTHOUGH the International Formula 3 has now been in official existence for some three years, it is still felt by many that this inexpensive class of racing remains largely a British domain, with Continental drivers and manufacturers taking but a half-hearted interest. It certainly is true that Britain's Coopers, Kiefts and other makes have swept all before them abroad, and that as a result foreign opposition in the bigger events has waned, if perhaps only temporarily. Nevertheless, in four countries at least

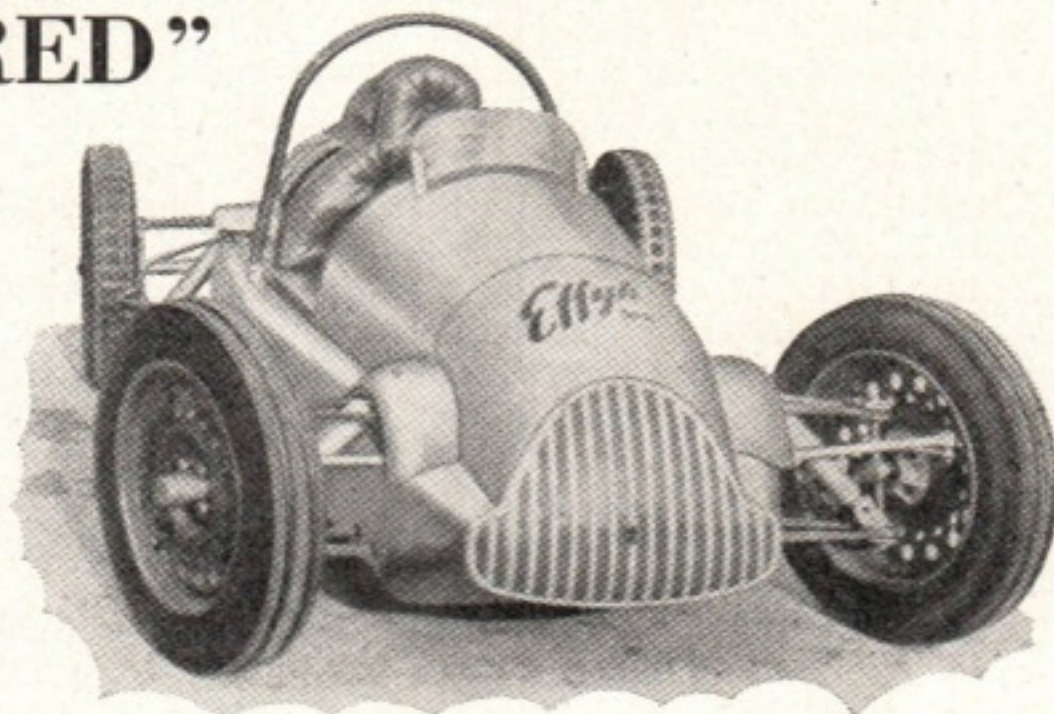


—Denmark, Sweden, Norway and Finland, in places less readily accessible to Britain's all-conquering Formula 3 "Continental Circus"—500 c.c. racing has a firm hold, and meetings are held regularly throughout the season. In character these Scandinavian events vary from ours in that many of the circuits are more of dirt-track nature, with loose top surface, although hill-climbs and aerodrome and ice races are also held. As a result, a particular type of vehicle has been evolved which, while less effective on a fast road circuit, is entirely suited to more rough and ready conditions. Such a machine is the Effyh, a Swedish design produced by the Hakonsson brothers.

The Effyh 500 is built on conventional "500" lines around a speedway J.A.P. engine giving about 40 b.h.p. at 6,000 r.p.m., running on methyl alcohol. The chassis is a simple but robust structure of steel tubes, with the engine mounted in the customary position aft of the driver, and driving the rear wheels via a motor-cycle gearbox (three or four speeds to choice) and chains.

Suspension front and rear is by super-imposed laminated leaves of wishbone form. The characteristic crash bar just

★
FORE VIEW:
(Right) The Effyh from the front, showing dummy radiator grill, hydraulically damped suspension and well protected cockpit.



★
AFT VIEW: (Left) With flat body sides and square air outlet in the base of the tail, efforts at streamlining the car are token only.

behind the driving seat is of steel tube, joined directly to the frame members by brazed lugs, while spring steel guards protect the rear wheels. The cockpit is well padded all round, and general appearance, now dating, is rugged rather than handsome. The head fairing contains the fuel tank, gravity-feeding the engine below. Wheels are of disc type, and tyres for use in local dirt or ice events are prominently treaded. Aluminium and light alloys feature largely in the construction, and although the first Effyh was produced in May, 1947, the basic design remains virtually unchanged. Overall weight is approximately 465 lbs., and the maker's brochure makes ambitious claims of over 125 m.p.h. What sprockets or wheel sizes are required to achieve this is not known, but it will be remembered that the Danish driver, O. Hansen, finished second with an Effyh-Norton in the Avusrennen of 1951, a race in which the British cars, although the fastest, dropped out one by one, only Burgess's Cooper surviving in sixth place after setting a record lap.

In Scandinavian events, many of them over short dirt-track courses, Effyh cars have gained numerous successes, the Swede, Ake Jonnson, winning no fewer

than 54 "firsts", while many local records stand to the marque. One or two Effyh's have been exported to the United States, where their compact dimensions and "J.A.P." urge at all speeds have been advantageous in twisty hill-climb and short circuit events. The Effyh has appeared once or twice in England, at Brands Hatch, but its performances were always well outmatched by the fastest British cars and drivers.

★ ★ ★ LAST CHANCE FOR "EXETER" ENTRIES

TOMORROW, 6th December, is the closing date for entries in the M.C.C.'s Annual "Exeter Trial", which takes place on 2nd/3rd January, 1953. Secretary is J. A. Masters, of 76 Kinnerton Street, Knightsbridge, S.W.1 (Tel.: SLOane 9087).

★ ★ ★ LONDON M.C. FILM

FOLLOWING the annual Dinner-Dance at the Park Lane Hotel on 9th December, the London M.C. will meet on 18th December at the Bath House, Dean Street, W.1, when a colour film of the Gloucester Trial, to be taken by one of the members, will be shown.

As seating accommodation is somewhat limited, members and friends are advised to arrive early.

Published as usual on the 1st of the month, the December issue of the *Norwester* contains an interesting article by Ian Appleyard about his famous XK 120 Jaguar, a report on the Television Trial, advice to Gloucester trial competitors, the usual list of members' successes and other regular features.

Spectators and marshals on "The Horror" in the wake of Mike Lawson (Lotus), one of the drivers to get farthest up this section.



section which claimed 10 victims. This was followed by Buckwell Bank where 19 drivers dropped five marks, and a couple the full total of 10.

Despite the heavy rain overnight, sections were proving much easier than anticipated. Buckwell Way could only claim five victims, whilst Pollyfield marshals saw only four drivers fail to gain full marks.

In the special test, best times were registered by Tony Rumfitt (Cotton II) and Jim Appleton (Appleton), with 18 secs. and 19.1 secs. respec-

KENTISH BORDER C.C. SPORTING TRIAL

Alan Day Wins P.A.—Organizers Dock Marks Off 19 Drivers for Reporting Late at Start—"The Horror" Defeats Entire Entry

AROUND 9 a.m. on the cold, damp morning of Sunday, 30th November, trials specials began to congregate in the car park of the Spring Tavern, Wrotham. It was at once noticeable that, compared with last season, the general appearance and finish of these machines has improved enormously. All the cars were presented to the scrutineer, John Bland, in a clean and polished state. Alas! After wallowing in Kent's deepest mud, it will take many, many hours of hard work to restore them to that pristine elegance.

Of the 31 entries, all but the two "genuine" Austin Sevens of Curwen and Lang had Ford engines. Ten of these were supercharged, but the remainder were "unblown", a pair of SU carburettors being used in most cases. Among the real experts, some doubt was being expressed about the value of a supercharger for trials work. Tony Rumfitt, in particular, deplored the extra weight, and he said that, below 1,000 r.p.m., he found the naturally aspirated engine much more delicately responsive to the throttle. For some of the heavier cars, however, the supercharger seems definitely worth having.

As the cars moved off towards the first section, one was impressed with the careful and considerate driving. (Would that all Rally drivers could be similarly commended!) However, these same drivers had a shock coming to them. In the regulations there was a paragraph stating that entrants must sign on one hour before their published times. The organizers stuck rigidly to their rule, and amongst the 19 people who lost marks varying from 1 to 10, were Mike Lawson, Rex Chappell, Ron Faulkner and Jim Appleton.

Four miles from the start was South Street, the first observed

tively. After a lunch stop at the King's Arms, Boxley, came "The Horror". This steep hill was divided into sections, and was marked on the basis of distance left unclimbed, i.e., the highest up lost the fewest marks.

Really excellent attempts were made by Alan ("Highest Up") Day (Spence VI), F. Harrison (F.H. III), Mike Lawson (Lotus IV), Dave Price (Price I) and Dave Jr. (Price II), and Alastair Baring (Dellow). Hardest-worked people on "The Horror" were the let-down-gently-gang, whose job it was to ensure that competitors' cars were returned

Chocks to the rescue of G. Pettit to prevent his car sliding down backwards on "The Horror".





(Above) A. C. Curwen's Austin doing some tree-dodging on Buckwell Bank. (Right) E. W. H. Brookes (E.R.P.) on the same section.

to the foot of the hill at the end of an anchoring rope.

With "The Horror" unconquered, next came the nearby sections, Boarley and Chalk Pit. Nine drivers halted on the former, whilst six lost full marks on the last-named. L. J. Hollingsworth (Ford) retired hereabouts with mechanical bothers.

Final item on the menu was a corkscrew affair named Holly Hill, which actually was a revamped version of the earlier Buckwell sections. After D. E. Read (Dellow) had inverted his machine — without suffering any injury or damage — the section was re-routed a trifle.

Holly Hill was undoubtedly the



"piece de resistance" of the entire event. The approach comprised a double S bend round tree trunks, with the odd tree stump sticking up in the most unexpected places. The path to be taken was marked with tapes.

After P. A. Barden (Cotton IV) and D. E. Read (Dellow) had successfully negotiated the corkscrew, Ron Faulkner (Paul) disappointed his supporters by never looking like getting round. F. Harrison (F.H. III) was excellent, as was Rex Chappell (Cotton). L. F. G. Notley (Cox II), not content with smacking a couple of tree stumps, tried his best to demolish a medium-sized fir. Mike Lawson made it look easy, but both Alastair Baring and Price Jr. suffered from their cars taking charge and sliding straight on.

E. W. H. Brookes (E.R.P.) grazed the tree trunks but kept valiantly on to success. "Dad" Price made no mistake, although he had to use the full power of his pocket-torch size headlamp to see where he was going.

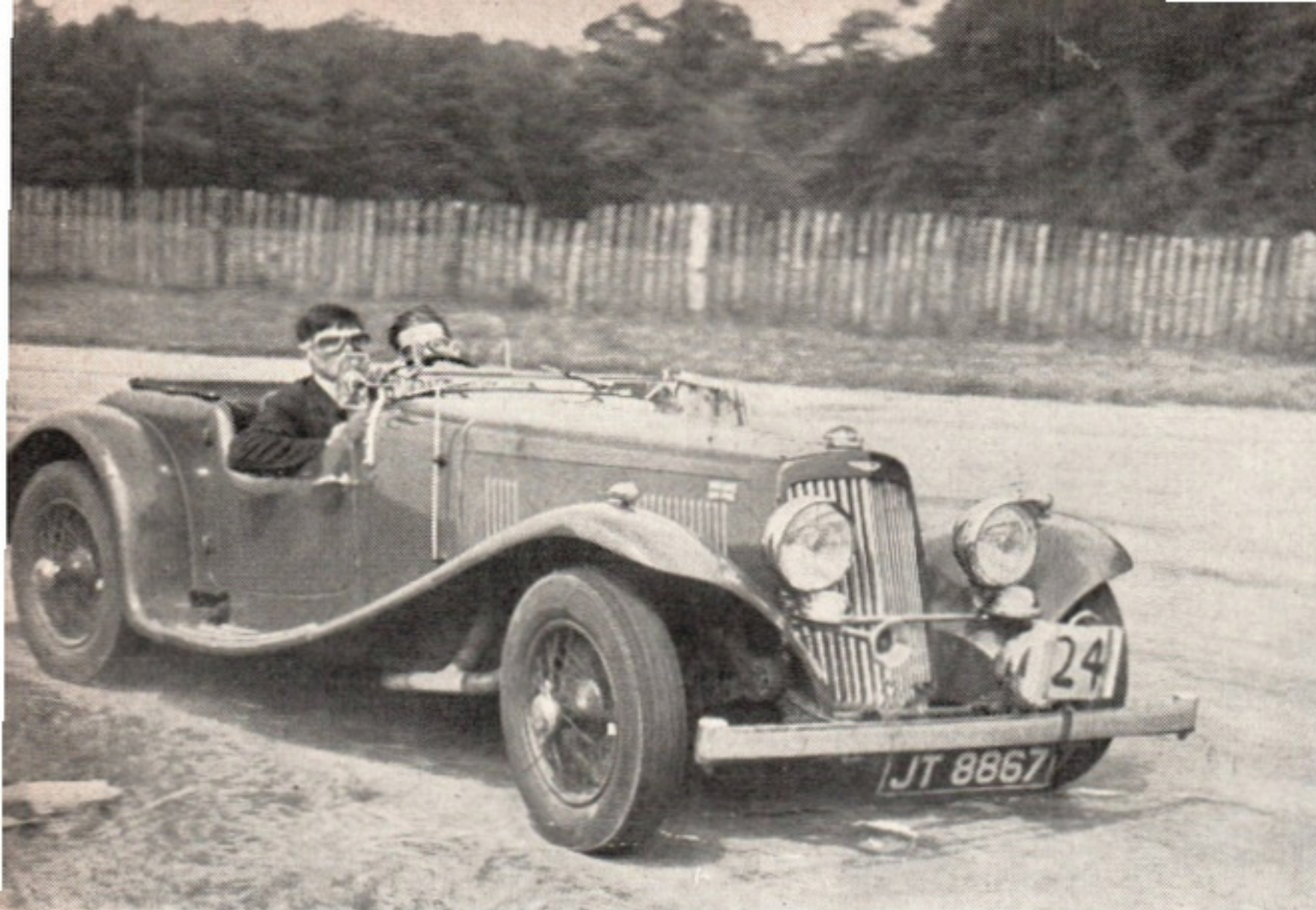
By now it was almost completely dark and Alan Day (Spence VI) and Jim Appleton (Appleton) thoroughly deserved the applause when they made perfect climbs under blind-man's buff conditions.

So to the finish, where results were given out promptly — and apologies were made for enforcing that late-reporting rule. To Alan Day

(Continued on page 736)

(Left) Alastair Baring (Dellow) just fails to take on the role of timber-feller on Buckwell.

AT DONINGTON: (Left) E. P. Harvey's 2-litre Aston Martin at the M.C.C.'s meeting on the Leicestershire road circuit in July, 1939. He still owns the car today.



finishers—all of which were post-war machinery.

The real big difference in the new 2-litre was the look, for in body shape it had practically nothing in common with the 1½-litre Mark II—the model it superseded. In actual fact, apart from the chassis and body, a large amount of the constructional detail was the same on both the new long and short chassis alike.

The engine was almost identical with the 1½-litre, the block in fact being no larger, but the exhaust valves and ports were removed to the offside and the inlet valves and

THE SAGA OF THE ASTON MARTIN, PART V

BY DUDLEY CORAM

THE TWO-LITRE MODEL

THE new 2-litre or 15/98 Model was to be the first real break-away from previous Aston Martin tradition, and with its introduction in 1936 many of those features by now so dearly loved by enthusiasts of the marque were abandoned in the interests of advancement, popularity, or what other more convenient or appropriate excuse one can recall to mind as being used to justify the change.

Many enthusiasts felt very strongly about this turning point in design; some were for, and others were against. Not that the new 2-litre was not a good motor car—on the contrary, it was a *very* good motor car—but of the standards expected by the sportsmen who had “come up” with the Astons, in many cases since the early 1920's, the new machine was not quite their cup of tea.

Gone were the close cycle wings fitted to the brake back plates, gone was the dry sump, and gone was the rather rakish “sit down low” appearance, and in their places came BUMPERS!

R. G. Sutherland, who had done so much for the marque and who was responsible for the new design and the changes with it, obviously knew what he was doing, and the market for which he was catering; for the new machine sold very well

indeed. So as not to leave the sportsmen right out in the cold a dry sump version with Lockheed brakes was made in small quantities. Actually this latter version of the 2-litre was a super machine, and still today four or five of these cars are to be seen regularly in competition at the various circuits in this country and abroad, exceptional recent performances being Jock Horsfall's 1949 Spa win and Ernest Stapleton's fine showing in the 1951 Mille Miglia, by being placed high in the list of

induction to the nearside. The twin S.U.s remained, the camshaft was similar, as were the rockers and valve gear, but the tank between the dumb-irons had gone (with the exception of the Speed Models), and the sump of pontoon shape had been added to accommodate the oil. A vertical magneto was incorporated, and the dynamo was moved to the nearside in tandem with the water pump, with the starter in the old position. The water pump was redesigned to take a carbon block



IN DRIVING TESTS: (Right) John Hallas competing in an A.M.O.C. event with his short chassis 2/4-seater.

IN RALLIES: (Right) Frank Cowlrick's short chassis 2-litre, with dry sump conversion, at a time check during the Bentley Drivers' Club 1951 Eastbourne Rally.

instead of the spindle packing, and an air cleaner was added to the carburetters.

Most of the car's general equipment remained the same, but Lucas electrics replaced the Rotax or Scintilla—although the Scintilla was retained for the Speed Model.

The gearbox was no longer a crash affair, the Aston Martin close-ratio unit being substituted by a Moss synchromesh, but the short, extended, centrally-placed gear change lever was retained.

In place of the cycle wings there appeared the more conventional sports-car type flaired at the front and incorporating a running-board, for the first time since the old "T" model days, with the exception of one or two International saloons. The radiator was given a slope and more of a V-front and was finished in the colour of the car or plated—to choice. The twin outside exhausts were retained on some models, principally the short chassis, 8 ft. 3 ins. by 4 ft. 6½ ins., and ran, from the bonnet, through the front wings in Mercedes-Benz fashion. Wheel size at first was reduced to 17 ins., the knock off hubs being retained, and the tyres made a little more bulbous, yet the car looked higher. One of the reasons for this was the new-design front axle.

The front axle was not now bolted



directly to the front springs as in the 1½-litre model, but was secured through the medium of two "Silentbloc" bushes which could articulate and act as trunnion bearings. The thrust of the car under drive and brake torque reaction tends to swivel the axle round these trunnion bearings. This movement was controlled by means of torque cables, afterwards replaced by rods, which were attached to the chassis at one end, and to the trunnion housings at the other. The torsional strain of the axle was thus submitted to the front half of the springs, allowing the road springs to fulfil their proper purpose of taking road shocks. The back-axle housing remained much the same and had a similar-design differential unit to the

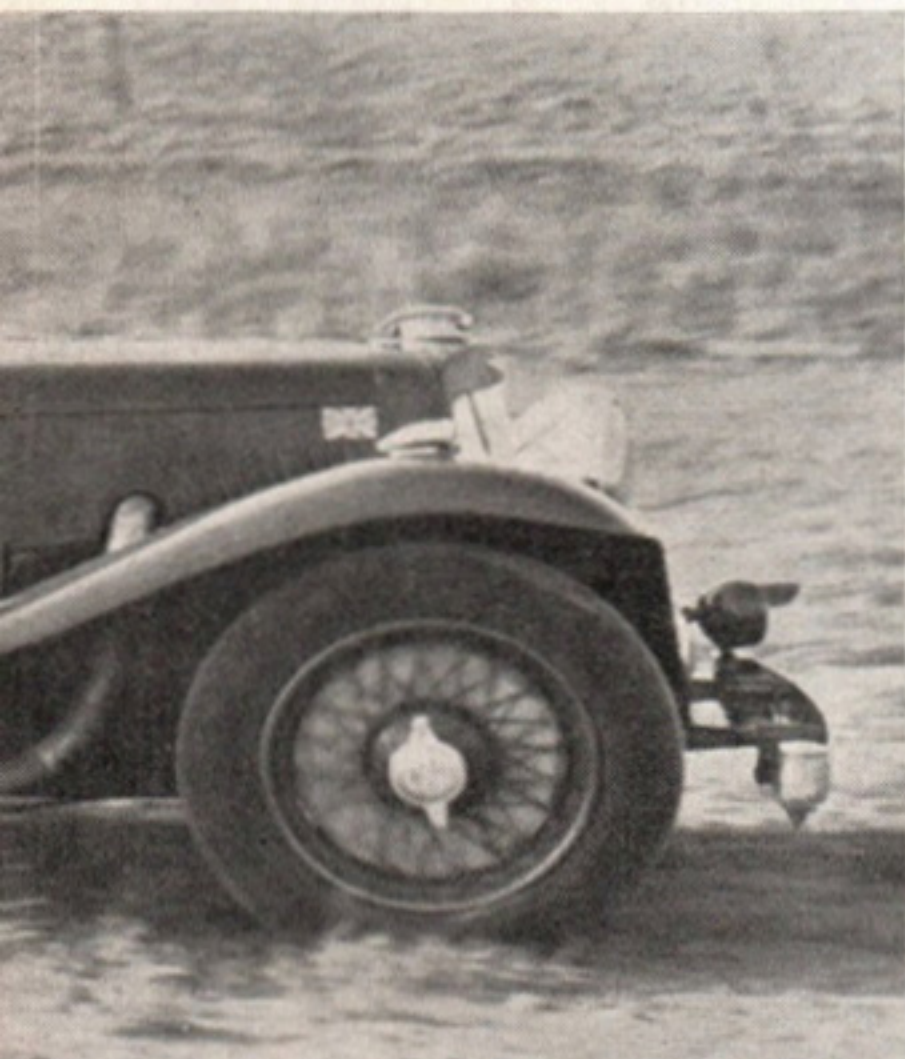
1½-litre, with the exception of the actual casing, which was of cast-iron. The axle itself incorporated Girling brakes in place of the A.M. variety on the smaller car. The shock absorbers, which were originally Luvax in most cases, were later replaced by Armstrongs or Roto-flo.

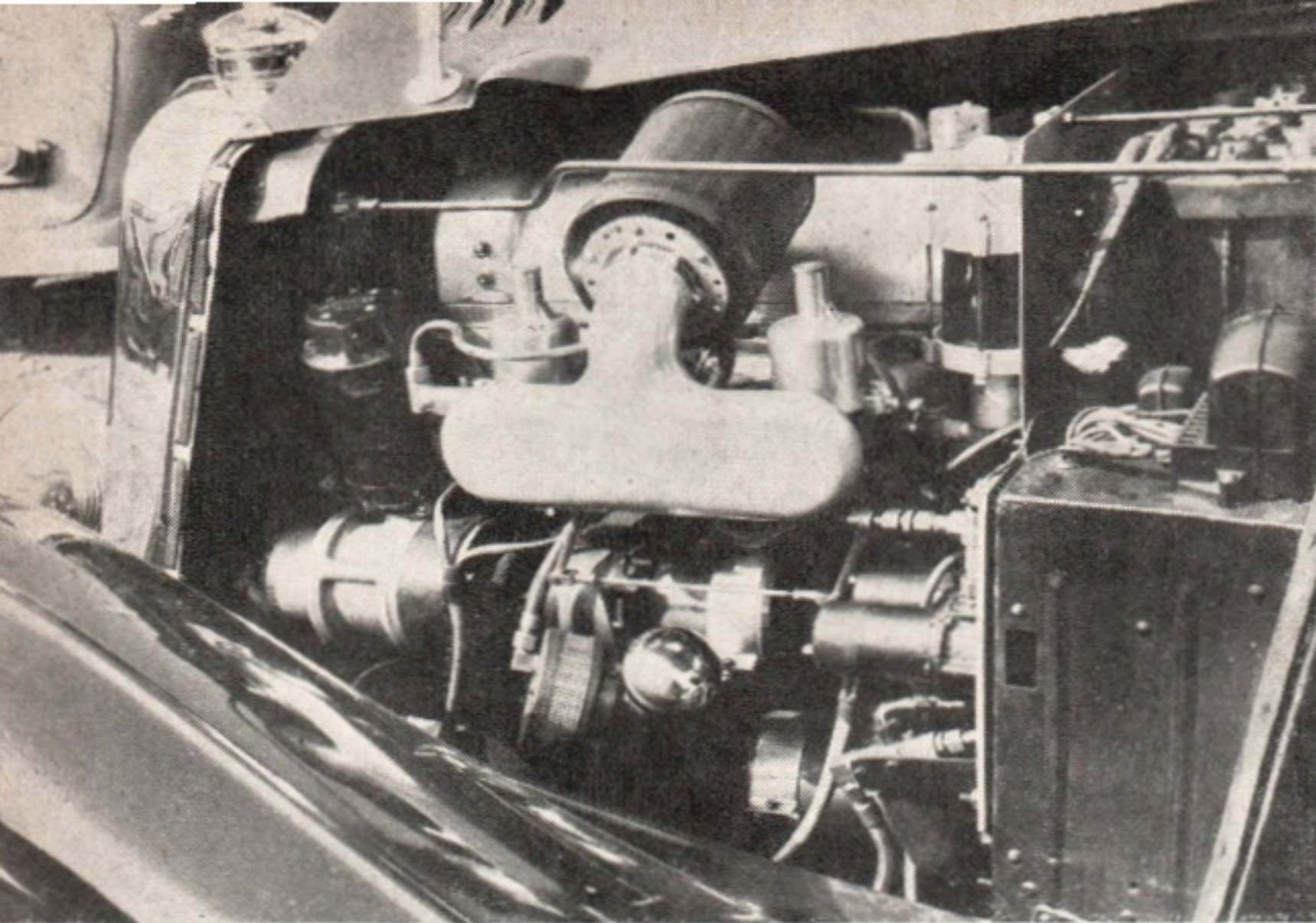
In actual performance, the 2-litre motored very much as the 1½-litre, but the acceleration was noticeably better "lower down" the extra power quite noticeable and the braking most definitely more efficient.

The new car first appeared at the 1936 Motor Show. The model exhibited was a long chassis 4-seater tourer, and its registration number was ARX 693, the makers' chassis number being K6/708/LT.

Between 1936 and 1939, around 170 cars were made with the 2-litre engine, on both the long and the short chassis. The long chassis was

AT SILVERSTONE: (Below) A. M. line-up at an A.M.O.C. race meeting, with two 2-litre models in the centre. Elwell-Smith's 1928 1½-litre team car in the foreground is interesting for comparison.





The Saga of the Aston Martin—contd. used for saloons and four-seater tourers, and the short for close-coupled coupés and 2-seaters. There were also a few long chassis coupés.

Most of the short chassis models had twin outside exhaust flex-pipes, but all the long chassis models were fitted with an internal exhaust system.

Present-day users of these cars say that in good trim, a 2-litre is capable of 90 m.p.h. and will do 23-24 to the gallon.

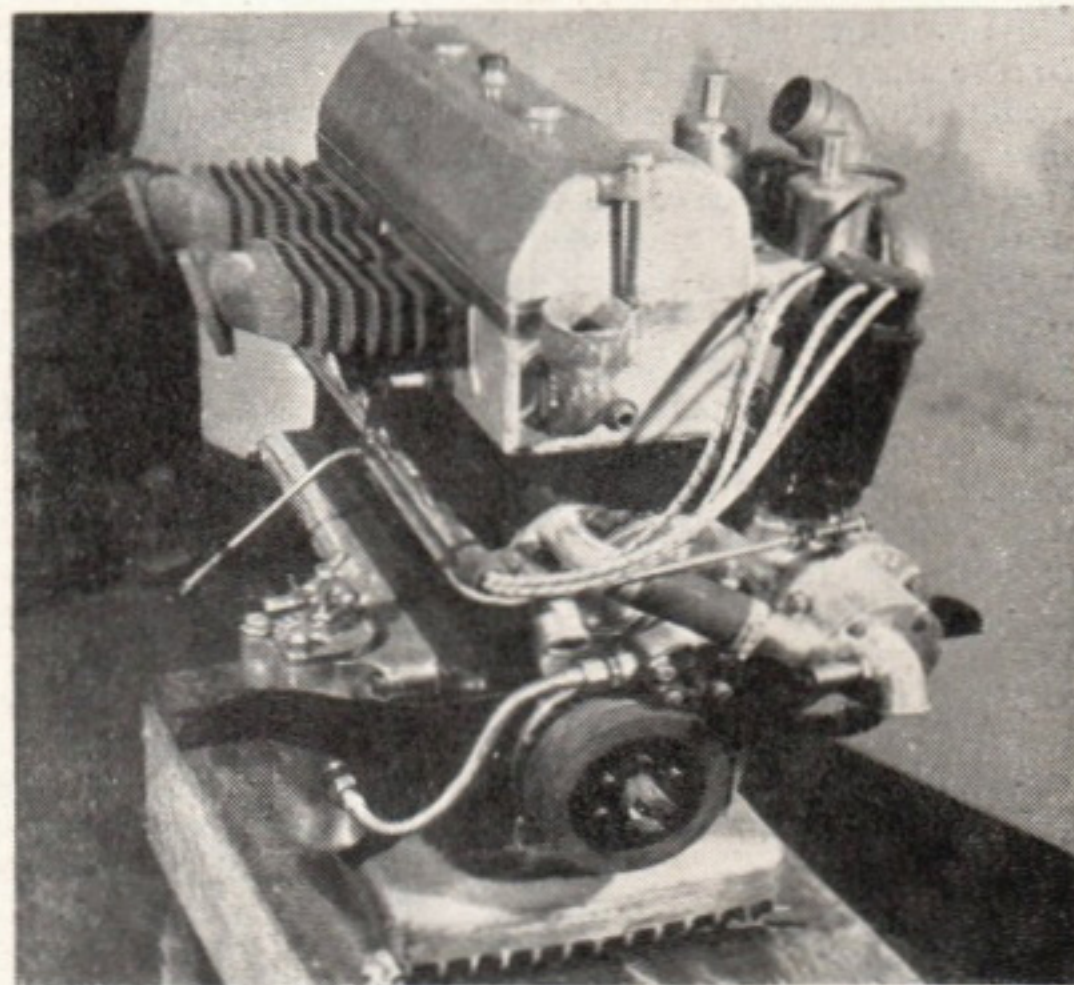
Contemporary performance figures from road tests gave a timed speed of 84 m.p.h. over a measured $\frac{1}{4}$ -mile. Speeds on the gears gave the maximums of 25 first, 42 in second and 64 in third, but I know one or two owners running these models today who can better these figures without unduly taxing the engine; that is to say, keeping the revs within the 5,000 r.p.m. figure. The differences may be due, however, to the fact that the car tested in 1936 may have had the 17 ins. wheels fitted, as many did. The cars I speak of performing today, I believe, all have the 18 ins. wheels.

There are nearly 100 of these cars recorded as running today in the Register of the Aston Martin Owners' Club and as many of the owners are personal friends of mine I have a ready means of knowing that the vast majority are still giving faithful service to their enthusiast owners. The big engine has one tiresome fault—what engine hasn't? It is the habit of the small bearing in the magneto drive of wearing rather suddenly and starting to set up a chattering that sounds as if the engine is falling to bits. If it is

IN THE CHASSIS:
(Above) The 2-litre Aston Martin engine, carburettor side, showing air cleaner, magneto, water pump and dynamo.

★

ON THE BENCH:
(Right) Exhaust side of the engine, showing the finned manifolds, vertical magneto and pontoon-shaped sump.



allowed to get too slack it can sound most frightening. Most 2-litre owners will confirm this.

One does not see as many of the larger-engined Astons in competition as the earlier 1,500 c.c. models, with the exception of the Speed Models, but the A.M.O.C. nevertheless runs a special annual trophy for this model which is called "The President's Trophy," this year's winner being Peter Stewart who put in a full season of racing at Silverstone, Snetterton, Goodwood and elsewhere.

SPECIFICATION

Engine: 78 x 102 mm. bore and stroke, 1,950 c.c. R.A.C. rating: 15.09. Tax, at time of introduction, £11 5s. per annum. Firing order: 1, 3, 4, 2. Valve clearances: .012 in. measured between heel of cam and central pad of rocker with engine cold. Valve timing: measured

on flywheel, inlet opens 2 ins. before T.D.C. and exhaust closes 2½ ins. after T.D.C. Magneto fires: 2 ins. before T.D.C. Rad. temperature: 70 to 80 deg. Oil: 50 winter, 60 summer for engine sump; 50 for gearbox. Sump holds 2 gallons. Petrol consumption 20/25 m.p.g. Tank holds 14 gallons and 3 gallons reserve. Cooling system holds 3½ gallons. Max. revs.: 5,000 r.p.m. Oil pressure (at 2,000 r.p.m. with engine hot): 40 lbs. Compression ratio: 7½ to 1.

General: Gear ratios: first, 16.8. Second, 9.86. Third, 6.4. Top, 4.67. Turning circle: long chassis 41 ft. 6 ins.; short chassis 36 ft. Dry weight: Saloon 28 cwts., Tourer 25 cwts., Coupé 24 cwts. and 2¼ Open Sports 22 cwts. Ground clearance: 6 ins. Wheelbase: long chassis 9 ft. 8 ins.; short chassis 8 ft. 3 ins. Track: long chassis and short, 4 ft. 6½ ins. Tyre pressure: 30 lbs.

Lubrication: Gearbox, 50 oil. Rear axle: high speed grease. Steering box: heavy gear oil. Chassis points: heavy gear oil. Jackall system: Jackall Fluid. Luvax

shockers: Luvax special oil. Hand control shockers: Moiloil Artic.

Equipment: Spark plugs: Champion R.7, R.3 or 16; Lodge H.50; K.L.G. 583; point setting .015 in. Fuel: petrol-benzol. Carburettor needles: S.U. No. 80 without air-cleaner and S.U. R.O.s with air-cleaner.

(To be continued.)

THE CHILTERN HILLS TROPHY

This Sunday, 7th December, the Chiltern Car Club are running the eighth Annual Trial for the Chiltern Hills Trophy. This is an invitation event, with a total of eight clubs taking part. Best Performance of the Day gains the Trophy, and the Cholesbury Cup goes to the best performer in a car complying with the 1953 R.A.C. Trials Formula.

Starting point is the car park opposite the police station in Queen Victoria Street, High Wycombe, Bucks, first competitor going off at 11 a.m.

CHANDLER WINS LOCKHART-BOSSINGHAM TRIAL

OWING to severe wintry conditions the route card had to be abandoned and the event made into a conducted trial for the Berkhamsted Club's Lockhart-Bossingham Trial last Sunday. The heavy snowfall on the previous night made some of the narrow lanes of north Hertfordshire impassable.

Competitors, after leaving the start at the Watling Street filling station, near Redbourn on A5, encountered their first obstacle, Trowley Bottom, which was divided into six sub-sections. This was later followed by Bellingdon Wood with sections A, B and C. Then followed a run over to a hill near Northchurch which was originally intended to constitute a special test to help to sort out ties, but owing to altered conditions occasioned by the weather, this was made into a section as well as a timed test.

Here a test of the "garaging" type was laid out entailing going backwards and forwards amongst trees over rough terrain, which, of course, had to be performed against the stop watch. Added to this was soft ground covered

by snow, which resulted in some degree of skill being necessary. E. J. Chandler really came into his own, and not only was he the first to perform the test without fault, but he also made the quickest time. Two-thirds of the entry got lost and missed this last section with consequent penalties.

As dusk was falling the finish was reached at the King's Arms, Berkhamsted.

RESULTS

Bossingham Cup and Replica: E. J. Chandler (1,172 Chandler Spl. S), 12 marks lost.

Class A (R.A.C. 1953 Formula, up to 1,500 c.c. U/s): P. G. Cooper (1,172 Ford), 36.

Class B (R.A.C. 1953 Formula, unlimited c.c.): S. Rees (Dellow S), 48.

Class C (Specials of unlimited c.c.): J. C. Smith (1,172 J.C.S.), 36.

Members' Challenge Cup: E. J. Chandler.

Butler Novice Cup and Replica: K. N. Dhonau (1,172 Kendon), 48.

ALIVE, ALIVE-OH!

THAT the 500 Motor Racing Club of Ireland's second treasure hunt was a success says much for the enthusiasm of the seventy-odd participants, for it was held last Friday night, when 12 degrees of frost were recorded near Belfast. A score of clues of varying obscurity sent them chasing around the Ards peninsula, searching for such unusual objects as clay pipes, sock suspenders, delft eggs and live mussels.

Twenty-five cars left the starting point at Castlehill Road, Belfast, after receiving the sheets of rhymed clues from Competition Secretary Drew Jamison. The first clue was situated at the Donald hairpin on the old Ards T.T. course, which competitors followed round Quarry Corner and down the twisting Bradshaw's Brae to Newtownards. In the town itself, only Gene Barker (Morris) found "Self-Praise"—premises marked "I.X.L."—and many telephoned a puzzled exchange in search of "a cannibal on the 'phone", although the shop owned by a fleshier named Savage was just beside the kiosk.

Perhaps the most amusing scenes of the night were enacted at the ancient Movilla Abbey, where the cemetery was invaded by torch-bearing individuals seeking the surname of one Henry Wallace, laid to rest on 31st May, 1862, and Brian Thomas (Riley) fell over a wall, what time his wife waited, trembling, on the dark country road. At Killaghy aerodrome Louis Charleton provided an unpleasant shock in the shape of a list of objects to be found, and the field pressed on through Millisle to Donaghadee, investigating village pumps, old letter boxes and rusty bed-springs en route.

In a bus shelter near Lis-na-Rhinn, competitors were told to search for a vintage car. The committee, having carefully written "4½ Invicta" inside, were rather sabotaged by the fact that someone called Chambers had also put his name there, and many chose the

veteran rather than the vintage. But brains may have been numbed by the sojourn on the beach at Donaghadee, trying to collect live mussels—at high tide. Shops did a brisk trade in Valet "Autostrop" blades or souvenir boxes containing clay pipes and pieces of turf (peat to the Sassenach), and the field went on to seek the date of Marshal Schomberg's landing in Groomsport.

It was a cold company which gathered at the Hotel Pickie in Bangor, but a hot meal, followed by a dance, worked wonders. After the prizes had been presented by Mrs. W. R. Baird, an extremely lively party ensued, ending in the not-so-small hours of Saturday morning.

F. W. McCOMB.

RESULTS

1, Dr. D. T. Glass (Rover 75); 2, W. R. Baird (Bentley); 3, N. F. Stock (Austin); 4, S. Ross (Vauxhall).

Booby Prize: T. Graham (Vauxhall).

* * *

CURTAILED IRISH M.G. NIGHT TRIAL

Maurice Cavey Wins Premier—Ice and Snow Wreck Schedule

THE Night Trial held last Friday, 28th November, by the Irish M.G. Car Club was hopelessly disorganized by Eire's first heavy fall of snow this winter, high up in the Dublin Mountains.

Starting from the outskirts of Dublin, competitors were faced with a night of very mixed weather conditions. The start and first two tests were carried out in pouring rain and driving wind. Test one was a forward-reversing manoeuvre including negotiation of two pylons at the fork road, Stone Cross. Best time here was put up by Maurice Cavey (M.K.V. Spl.), next best being Cecil Vard (C.E.R.) and Jack Gibney (Ford Spl.).

From Stone Cross the route included Buttor Mountain, Ballyfolan, Kilbride and Old Court to Ballysmutton Bridge

where Jimmy Millard and Brian McCartney-Filgate presided over test two and a time check. Once again Cavey made best time in the test with Vard and Gibney again tying for second best; no one was late at the check but many were already drenched by the heavy rain.

It was at this stage that your observer and *Motoring Life's* Maxwell Boyd, travelling together in the latter's Riley saloon, almost decided to head for home as Max had become wetter, in some parts of his anatomy, than the gentlemen in very open specials, it being found, too late, that the floorboards were not correctly refitted and the deep pools of water negotiated were spraying up into the front. However, Max found that the heater fan running full blast had a fairly quick drying effect and so we pressed on.

The higher one climbed towards Sally Gap the drier it became until competitors were surprised to find themselves negotiating ice-slippery bends and driving over a steadily increasing carpet of snow. Actually up in the Gap the snow lay quite deeply on the narrow road and the under-surface was frozen on the highest and steepest slopes. The first man got stuck and that was that; the whole entry of thirty-odd cars were held up behind him and very few were able to start again on the ice without considerable assistance. Time no longer mattered in the competition since it looked, at one period, as if we should all be spending the night in that very exposed and chilly spot. However, valiant efforts on the part of drivers and crews got the cars over the top, one by one, until the whole entry was away again.

There were still three more tests and many more miles to negotiate but the wise ones took the shortest route back to the finish and supper in Enniskerry. Although several competitors did complete the course, most had received official instructions to return to the finish after Sally Gap, and thus, after very careful consideration, the club committee decided to work out the results on the performances in the first two tests and up until the first check at Ballysmutton. Most people thought this the fairest thing to do and so Maurice Cavey giving his new Mark II M.K.V. its first airing gained the premier award.

H. A. O'B.

RESULTS

Premier Award: Maurice Cavey (1,172 M.K.V.), 100 per cent. of possible marks.

Class 1, Novices (Saloons): 1, A. Gibson (Austin A40), 15/16; 2, C. Gleadhill (Volkswagen), 14/16.

Class 2, Experts (Saloons): 1, P. Soden (1½-litre M.G.), 13/14; 2, C. Hogan (1½-litre M.G.) and E. D. Woolley (Hillman Minx), 11/14.

Class 3, Novices (Open cars): 1, A. Milne (M.G. TD), 10/10.

Class 4, Experts (Open cars): 1, C. K. Flynn (M.G. TD) and Mrs. E. Flynn (M.G. TD), 11/12.

Class 5, Specials: 1, J. Gibney (1,172 Ford Spl.), C. Vard (1,172 C.E.R.) and E. Connell (1,172 Ford Spl.), 10/14.

* * *

LATE NEWS: To Mr. and Mrs. Maxwell Boyd—a brand new daughter. Congratulations.

BRISTOL M.C. & L.C.C. ANNUAL DINNER

THE Bristol M.C. & L.C.C.'s Annual Dinner and Dance and Presentation of Awards takes place at 7 p.m. at the Berkeley Café on 11th December.

Principal guests will be the Lord Mayor and Lady Mayoress of Bristol, Sir James Scott-Douglas and R. L. de B. Walkerley of *The Motor*.

Tickets can be obtained from J. D. Burston, Esq., 12 John Street, Bristol, 1.

ASTON MARTIN O.C. CHRISTMAS PARTY

THE A.M.O.C.'s Christmas Party and Annual Prize-Giving takes place tonight, 5th December, at the Rubens Hotel, Buckingham Palace Road, London, S.W.1, beginning at 7 p.m. Ernest Stapleton will be staging a side-show of the season's club blow-ups, and a goodly assortment of bent con-rods, valves, headless pistons, gearwheels with acute pyorrhoea, sheared bolts and so on are expected in his exhibition.

NEW SURREY SPORTING CLUB FORMED

THE Surrey Sporting Motor Club has recently been formed to cater for motor and motor-cycling enthusiasts. A.C.U. and R.A.C. recognition is sought, and it is hoped that all who are interested will come forward as soon as possible, in order that a suitable calendar of events may be drawn up for 1953.

A General Meeting of prospective members is to be held on Thursday next, 11th December, at the Queen's Head, Nutfield, Surrey, at 7.30 p.m. All details of the Club can be obtained from A. R. Taylor, of 7 Blanchman's Road, Warlingham, Surrey (Tel.: Upper Warlingham 2970).

Kentish Border C.C. Sporting Trial, continued from page 731

went the premier award, whilst L. F. G. Notley—he of the tree adventures—collected the Shackel Cup for best K.B.C.C. member who has not previously won an award in a post-war Kentish Border trial.

RESULTS

Alexander Bronze (Best Performance): Alan Day (1,172 Spence VI), 90 marks retained: 81 ft. unclimbed section.

Alexander Trophy (Best Performance up to 1,000 c.c. U/s): G. J. Newman (933 Newford), 57: 206 ft.

Committee Cup (1,000-2,000 c.c. U/s, up to 1,000 c.c. S): Mike Lawson (1,172 Lotus IV), 85: 89 ft.

Harvey Cup (Over 2,000 c.c. U/s, over 1,000 c.c. S): Dave Price (1,175 Price I S), 89: 106 ft.

First Class Awards: F. Harrison (1,172 F.H. III), Tony Rumfitt (1,196 Cotton II), T. J. Sawell (1,172 Dellow S).

Second Class Awards: Rex Chappell (1,172 Cotton III), D. W. Price, Jr. (1,080 Price II), R. J. Hughes (1,172 Dellow S), E. W. H. Brookes (1,172 E.R.P.).



"SCUDERIA CASCARA": The Birmingham U.M.C. Rally winning team of Austin A40s from the Medical School.

BIRMINGHAM U.M.C. "DERBYSHIRE" RALLY

THE object of organizing a motor rally is to baffle the unsuspecting competitors, and the B.U.M.C. Derbyshire Rally on Sunday, 23rd November, did just that for, due to a geographical error by the Clerk of the Course, Derbyshire didn't enter into the picture, though the view held by most competitors of some very bleak mountainous and agricultural parts of North Staffordshire will doubtless be long remembered.

The entry was enlivened by three A40s from the Medical School forming themselves into the "Scuderia Cascara" and offering an open challenge to any team to deprive them of their trophy. This was taken up by the M.G.s of Williams, Twigg and Westlake, and a mixed-bag team of Holder's Lancia Lambda, Mike Harper's Austin and a far from agricultural-sounding Land Rover in the hands of Harry Primrose.

From the University Union competitors left for the first control at an obscure cross-roads on Cannock Chase, attempting by devious routes to avoid the industrial heart of Birmingham with the result that an amazed marshal dealt with cars which contrived to appear from all four directions and leave by the most unlikely ones. Thereafter the route lay northwards to Control II, and constituted a very pleasant, but swift, Sunday afternoon run in the winter sunshine. Climbing finally through the snow-line to 1,250 feet on Ipston Edge the marshals were found beside a large fire with a snowman which they had built to signify the weather conditions, only realizing the sympathies of the competitors when one of them asked it to sign his route card. Here also, with the friendly co-operation of the local police, the elimination driving tests were held. Beryl Bryant's A40 was nicely handled auguring well for her following teammates, and B.T.D. went to Trevor Iskander, this subsequently providing for him the Premier award and clinching the Team Trophy.

Many competitors' chances of a "clean sheet" were lost during the short road section which followed, due to icy conditions in the dark through the rugged Manifold Valley where a sign announcing Road-Narrows-Deep-Ford-Double-Bend-Humpback-Bridge greeted competitors before the sharp ascent to a highly elusive control near Hopedale. There the Alarm and Despondency Department thrived at a T-junction as three cars met (almost) radiators a-huddle, and several made a No Through Road sign appear rather foolish.

Icy mud on the cross-country stretches of road back to the fourth control near Checkley produced some exciting motor-ing including, near Dovedale, one driver who, ignoring a thoughtfully placed warning "Danger: Ford", narrowly missed a fellow competitor reversing his Prefect from one of the many wrong turnings. On this section too John Holder, after gallantly leading his challenging team, retired, finding a toothless gear prevented a lot of rather important things like oil-pumps and camshafts from functioning.

Conditions improved rapidly approaching the final control at Lichfield, and several hard-pressed time sheets—especially amongst the M.G. team—were eased. At "The George the Fourth" Mr. and Mrs. Evans produced a welcome blaze around which the encouragingly large entry gathered to wine and dine. The unexpected result of five clean sheets—considering the nature of the Peak District roads—indicates lessons well learnt from Hardnott and Wrynose and the navigational difficulties of last month's Inter-Varsity Rally.

The results were: 1, Trevor Iskander (Austin A40); 2, John Teall (Austin A40); 3, Beryl Bryant (Austin A40); 4, Ross Chamberlain (Ford Anglia—1,172 c.c. Export); 5, Tim Baker (Ford Prefect). A resounding 1-2-3 victory for "Scuderia Cascara" and another good day's sport for all.

Correspondence

That New British Engine

THE unfortunate lack of response to Mr. Baird's generous offer through AUTOSPORT a little while ago, which is referred to both in the Editorial comment and by your correspondent Mr. P. Dendy in your issue of 21st November, is indeed indicative that there are, as Mr. Baird has so aptly put it, "a lot of people with feet of clay".

I feel, however, that perhaps this criticism may be levelled in the wrong direction if it is thought justified purely because the enthusiastic followers of the Sport have not thought it worth while to once again give support to a public endeavour to finance and produce a contender for Grand Prix honours.

Probably many people, like myself, have memories of the two other subscription funds, one just before the war and the other more recent, which, although very praiseworthy endeavours, never produced the desired result.

Surely this subject is of primary importance to the Automobile Industry which has so much to gain from the successes and so little to lose from the failures of those enterprising enough to manufacture cars and enter them in either Grand Prix or sports-car races, and until the executives of the Industry realize that there is more involved than the mere sport, we shall never really succeed.

We all think of it as a sport because it is the finest in the world, but at least some of the intense interest and excitement that it creates is fostered by International colours that are worn by the machines and the heraldry that is displayed by the shields on the cowlings.

The writing is on the wall—anyone who remembers motor racing before the war will realize that Le Mans this year was but the forerunner of the return of German endeavour in this field and German production once in motion is production with a capital P.

Let us realize that motor-racing is a serious business and success is only achieved nowadays by really first-class design and construction, backed by first-class organization and teamwork. Naturally experience in competitions is necessary and we need drivers capable of taking the cars through and exploiting their capabilities. Undoubtedly we have the drivers and undoubtedly, if only the Industry would take the thing in hand, we would produce the car. After all, we made aircraft in the war years whose engines and airframes were supreme. Surely we could do it again in a sphere which, if less bloody, is none the less vital for our prestige and world trade.

So I appeal to the British motor manufacturing groups: follow the example of Jaguar, Aston Martin, Frazer-Nash, Jowett, Cooper and H.W.M.: make Grand Prix cars and race a works team, or teams, and advertise with successes that will prove to the world that our products are second to none.

A. K. DOLTON.

PLYMOUTH.

Road Racing in Britain

REFERRING to your editorial in AUTOSPORT of 14th November, may I suggest that AUTOSPORT should be more than "perfectly willing" to challenge the statement regarding a suitable circuit—it should in fact submit at once the details of the circuit it has in mind, and so refute the M.O.T.'s statement as to the difficulty of finding a circuit that wouldn't interfere with main traffic routes, etc. This would, as I see it, cancel the M.O.T.'s only sensible argument.

ST. ALBANS.

D. C. STEELE.

A Really Cheap Small Car

I WOULD like to support your correspondents "Crown Wheel" and "Pinion" for an A.S.C. scheme. If an economy car is the main aim I should have thought a 250-350 c.c. would be adequate. After all, I think 70 m.p.h. is more than enough and the motor-cycle engines mentioned must be fairly expen-

sive. With regard to the chassis, why not rake out the plans of the G.N. and pop the engine in at the rear?—although "modern" i.f.s. a la Morgan (1912) would most likely improve the roadholding considerably.

The question arises, however, with the price of second-hand cars dropping and prospects of going down a lot more, whether the simplest car can be built at a competitive price to the future second-hand car market. Perhaps this is where G. B. Seyman's letter comes in.

I think the ultra-light car fitted with a motor-cycle engine would have greater appeal to the enthusiast than the family motorist. I may be wrong, but I believe the latter with £250 to spend is more likely to buy a second-hand Ford or Austin and so on. Maybe it has something to do with inherent British conservatism. Anyway, let's have the A.S.C. scheme and work things out if only for the enthusiasts. It may produce some interesting specials. Finally, in order to save face with Mr. Dendy I should like to offer my humble five shillings per annum, future conditions permitting, to Mr. Baird's fund.

G. BELLAMY.

MALVERN.

I DIDN'T think that my letter would arouse so much interest among AUTOSPORT readers, but this is all to the good. As several criticisms have been made on points which I thought would be self-explanatory, I am risking a horse-laugh by explaining my reasons for adopting these ideas.

Firstly, the power unit. I am well aware that the average power output of a 650 is in the region of 35 b.h.p., but I think that even the most ardent 650 addict will admit that such an engine requires a certain amount of sympathetic handling if the best results are to be got from it without protest. I further think that since a twin requires more attention to valves, etc., than a four, the detuning involved would mean that the bloke who doesn't know a camshaft from a calm day would not have to worry so much about maintenance. This detuning would also enable the lower output to be made more constant over the rev. range.

It is obvious that Mr. Tumins has never ridden a modern vertical twin or horizontal twin motor-cycle. The units are smooth and quiet enough for any normal mortal, except a Rolls or Bentley fan. As for his remarks on economy and expectation of life, I commend him to study the performance, fuel consumption and hard wearing qualities of the B.S.A. Golden Flash. I chose 650 c.c. as a capacity rather than 500 c.c. or 350 c.c. mainly because the larger unit is, for the same power output, more lightly stressed than its smaller counterpart.

Now for the gearbox and transmission. Mr. Matthews says "Why make a new gearbox instead of using the existing box for the engine?" My answer—"Who said anything about using a different one?" Four speed motor-cycle gearboxes can be altered to give three forward gears and one reverse



Correspondence—continued

gear, and I would like to know how Mr. Matthews intends to reverse his car using a standard motor-cycle box. To the best of my knowledge, both Albion and Burman are producing motor-cycle type gearboxes with three forward and one reverse gear. As for the F.W.D. the front is the logical place to put an air-cooled engine, and as for cheapness of production, I consider that only a large concern could produce a car of this type in sufficient numbers to keep costs down to a minimum. Small scale production would cause costs to sky-rocket.

Mr. Matthews' suggestion for A.R.M. suspension is an excellent one. I was mainly concerned with the best method of keeping unsprung weight to a minimum, an essential point with a small, light car. I should imagine that "Crown Wheel" and "Pinion" would, by virtue of their weight at the back and "semi-elliptic" springing, have a very rough ride.

Bodywork: Mr. Holyoake wants 2/3-seater all enveloping. Very good. But my idea was for a family car, not a sports job, and after all, what about the Morris Minor? It can cope with five all right.

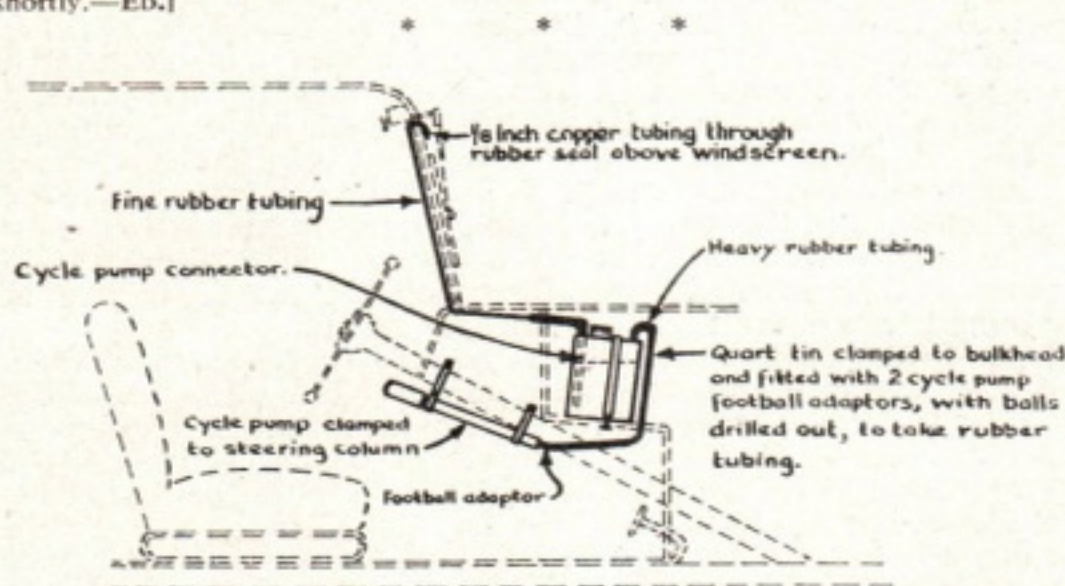
As for Mr. Jarvie's comments, he is being less than fair to small cars in general, and present day small cars in particular. I resent his comments on two-stroke engines, as my hobby is coaxing a few extra ponies out of my own rather seedy two-stroke. However, as J.V.B. says in his column, there is a "lunatic fringe" in every clan, including the Vintage clan. I think that Mr. Jarvie would do well to study a Dyna-Panhard and reconsider.

Well, I have stuck my neck out once more, so no doubt someone is sharpening up his chopper to land me one, but please, Mr. Bolster, what do you think?

"TWO-BANGER".

BELFAST.

[John Bolster will be writing on the subject of the Really Cheap Small Car shortly.—Ed.]



Sketch of the home-built windscreen-wiper described below.

A Home-built Windscreen Washer

Now that winter and muddy roads have arrived I have found it essential to fit a windscreen washer, which I have installed complete for the sum of six shillings and sixpence.

As my gadget may be of interest to others I enclose a sketch showing the layout with the following comments:—

(1) The cycle pump must be of metal and can be bought from a cycle store for 2s. 4d.

(2) The balls can be removed from the football adaptors by just touching the end of the nozzle with a drill and the adaptors are fixed to the tin by a nut in the case of the inlet and the cycle pump connector which acts as a drip pipe in the case of the outlet. Put the adaptors near the filler cap so that you can screw the nuts on!

(3) The passenger can also have a screen washer by the soldering up of two pieces of copper tube to form a T.

(4) A few drops of a photographic wetting agent in the water works wonders with the windscreen and about six pumps gives you a clean screen again.

P. DENDY.

CHELMSFORD, ESSEX.

That British Engine—Mr. Baird Replies

REGARDING Mr. Hutchison's letter which appeared in your issue of 28th November in connection with my offer as stated by him to stimulate interest in British motor-racing, this is hardly the case. The offer was made in the hope that people such as himself would be prepared to come forward with the most obvious constructive help, i.e., promise of financial support; this however has not been forthcoming. I

am not disgusted, only slightly surprised, that to date I have received such poor display. It would have been an easy matter for some of the manufacturers to have considered coming in on the project, or for that matter some of the wealthier newspapers.

So far as I am concerned my offer has now been withdrawn but, nevertheless should some competent body wish to take up the matter where I left off, I am still prepared to offer reasonable financial support, and provided the scheme is in competent hands, I see no reason why it should not prosper. It is hardly right to suppose that this would be another B.R.M. project, since the people whom we have already mentioned in our original letter, who would be asked to act on the committee, would not be in a position to tolerate the state of affairs as we are led to understand existed at Bourne. I am taking this opportunity of adding that I for one am extremely sorry for the treatment Raymond Mays has received, as I feel that he alone is not to blame.

I am led to understand that, if as much as £10,000 could be put up and this amount handed to the Connaught Engineering Company, they would be prepared to add considerably to this amount and undertake the production and design of an engine. Not only this, but John Heath has also suggested that, should a reasonable sum be left in his hands, he too would be prepared to go ahead with the production and design of an engine. Perhaps these facts may tend to help whoever wishes to take up the scheme from now on, as I understand there may be some people who wish to do so. To date I have had offers of close on £200.

ROBERT BAIRD.

BELFAST.

I AM sure that many enthusiasts like myself must have been deeply impressed by Mr. Baird's offer, and Mr. Dendy has made me realize that actions speak louder than words; or should I say, that in this case words speak louder than thoughts. For I am sure that many of us must have thought a great deal about this gallant offer from Mr. Baird.

Anyway, in answer to the plea in AUTOSPORT last week, my letter has gone to Belfast, offering my support, humble as it may be. . . .

GERALD B. BUCKLEY.

WOTTON-UNDER-EDGE, GLOS.

That "Dobbs" (?) Riley

FURTHER to your remarks regarding the Riley car whose photograph appears in the 28th November issue, I enclose two photographs of the Dobbs Riley which may help you with the problem.

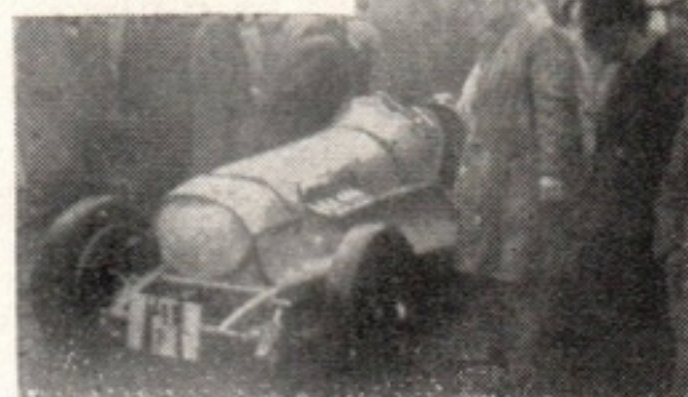
These photos were taken before and after the car was crashed by Joe Kelly at the Enniskerry Hill-climb held on 17th April, 1948.

JAMES L. DOWLING.

BELFAST.



D O B B S
R I L E Y : Joe
Kelly's offset
single - seater
Riley at Ennis-
kerry in 1948,
before crash-
ing. . . .



. . . and after.
Comparison
with this and
the picture pub-
lished last week
reveals slight
differences.

The Cooper-M.G. in the M.C.C. Rally

BEING the owner and co-driver of the Cooper-M.G. which took part in the M.C.C. *Daily Express* Rally, I take it upon myself to answer Mr. Clarkson's letter in the 28th November issue.

Mr. Clarkson obviously belongs to the school that thinks because a car can put up a decent showing in racing automatically excludes it from being a practical vehicle on the roads, and for normal use; in fact, apart from poor weather protection, it will do anything an ordinary hack will do (no tow bar fitted though). We actually took part in the Rally to prove this.

As far as can be ascertained no one held a gun to Mr. Clarkson's head and said you *must* enter this rally. If he felt that he would be up against some unfair competition, he should have either not participated in it, or accepted the conditions of entry and refrained from expressing his views. Happily we did not win a Premier Award. I shudder to think what his reactions would have been had we done so. The Team Award in which we figured was due to the efforts of our team mates, Messrs. Hopkinson and Scott, in standard TD M.G.s, their penalties being less than those of the Cooper-M.G. Please let us preserve all forms of "The Sport" and enter into the spirit of win, lose or draw without moans, groans, ifs or buts—and enjoy ourselves to the full.

CLIFF DAVIS.

LONDON, W.12.

HAROLD PRATLEY, of 72 Walpole Road, South Woodford, London, E 18, wishes to correspond with motor racing enthusiasts on the Continent, and to exchange photographs of racing and sports-cars, past and present.

We are delighted to receive letters intended for publication. We do not insist on typewritten copy, but please write in a hand we can decipher, and on one side of the notepaper. The Editor is not, of course, bound to be in agreement with opinions expressed by readers, but this does not mean that subjects will be excluded on these grounds.

BOOK REVIEW**The M.G. Workshop Manual.**

Author: W. E. Blower.

Size: 5½ ins. by 8½ ins.; 501 pages; numerous illustrations and diagrams.

Publishers: Motor Racing Publications, Ltd., 81a Grays Inn Road, London, W.C.1.

Price: 2nd Edition, 30s.

W. E. BLOWER'S *The M.G. Workshop Manual* is a monumental volume covering all M.G. models produced from 1929 up till the present, in other words from "M" to "TD". The author does not try to avoid telling the reader how to take components to pieces and reassemble them properly. Unlike many handbooks published by makers, detailed instructions are given for all jobs involving dismantling. Far too often, in the past, has one read "Remove sump", when what really is meant is: Jack up chassis, remove wheels and brake drums, dismantle front suspension, unscrew 12 base bolts and 12 clutch-cover bolts, etc., etc.!

The book has separate chapters dealing with chassis, engine, clutch, gearbox and so on. There is also a chapter on Shorrock and Marshall-Nordec superchargers, but strangely enough no description or reference to the early supercharger installations on such famous types as J3, J4, K3, Q and others.

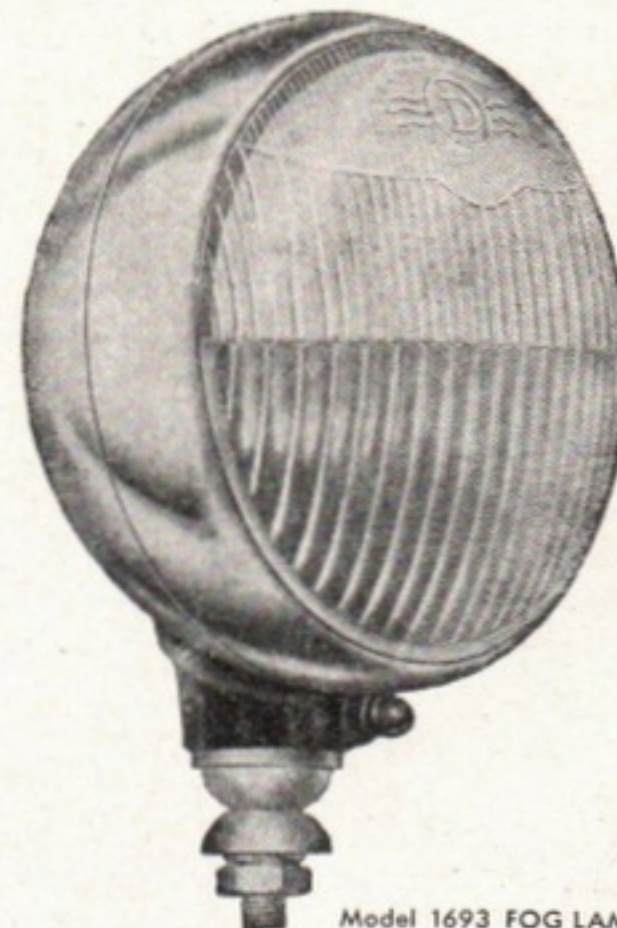
Especially useful are illustrated data panels, giving full details of springs and spring-settings, wiring diagrams and lubrication guides.

Without a doubt, this manual will be a godsend to the more technically minded M.G.-owners, as well as being a *vade mecum* for all who prefer, or have to do, their own repair jobs.

G.

Ducellier

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NEWS FROM THE CLUBS

N.S.C.C. HOOLEY NIGHT TRIAL

THE Nottingham Sports Car Club continued its full programme of trials on 22nd November with its Annual Night Trial for "The Hooley Trophy". A good entry of 35 cars left Attenborough Garage at 8 p.m. and followed a difficult course into Leicestershire and Derbyshire for 80-odd miles, stopping at the Highfields Hotel, Ashby, for a midnight meal. The Club is very grateful to mine host.

The first half of the course was only a slight indication of what was to follow on the second half, when mud-plugging

"SNOW ON HIGH GROUND": Two scenes from the Lothian C.C.'s recent Rally in Scotland. On the right is David Gillies's Alvis 12/70, during driving tests in the Moorfoot hills, and below is Ecurie Ecosse racing driver Ian Stewart in his Jaguar leaving the start at Bilston Garage.



technique came in very useful. Ingleby Hill was only a comparatively easy climb up a grassy lane, but became a stopper in the sharp frost which had put a white carpet down for the first car but which turned into a mud patch for the last, which of course had to be a two-ton Bentley. Owner J. Holroyd and Navigator, another Bentley owner and club committee man, E. A. Twigger, tried very hard amid clouds of steam and very un-Bentley-like noises from the engine to get up this puny but very awkward little hill, and failed.

Alan Hough and his crew in a 1½-litre M.G. saloon bounced their way up in easy fashion, as did F. J. Chambers (Dellow). Altogether 20 of the 35 entries climbed to the top, most of them with manual assistance, but the delay was so bad that this section had to be excluded and a re-start made at the next check point.

The next bit of fun and games came two miles from the finish when drivers tried their hand at reversing in the dark. This test consisted of a grass triangle each leg 20 yards long, the second leg to be taken in reverse, forward along the third to stop astride a white line. J. S. Hollings (Morris 8) and Trophy winner J. R. Crowe (Morris) excelled in this, returning times of 23 and 24 seconds

respectively; the slowest time was a very cautious 55 seconds.

Trials Secretary D. Rogers lost a lot of sleep when very keen Marshal M. Newbold went out to make sure he knew where his check point was, and found a large "Road Closed" sign bang in the middle of the route.

Hard luck stories centre around J. D. Britton (B.S.A. "Scout"), who had to be towed out of a pond, and M. L. Memyss (Standard Vanguard), who got bogged in a farmyard for an hour.

PROVISIONAL RESULTS

1, J. R. Crowe (Morris) (Hooley Trophy), 20 points lost; 2, A. Hough (1½-litre M.G. saloon), 29.

First-Class Awards: T. K. Shippie (TD M.G.), 30; Dr. Townsend (Ford V8), 34; F. J. Chambers (Dellow), 35.

Second-Class Awards: M. Keywood (Hillman saloon), 37; F. H. Frost, 47; T. A. Jackson (TC M.G.), 48.

Novice Award: J. R. J. Mansbridge (TD M.G.), 74.

* * *

HARTLEPOOLS M.C. RALLY

THE Cleveland Car Rally organized by the Hartlepoons and District M.C., was run on Sunday, 23rd November, attracting a total entry of 42 of which only one was a non-starter. Invited

clubs were Stockton, Darlington, Newcastle, Burnhope, M.G.C.C. and Y.S.C.C. The Rally consisted of a morning road section run over main and moorland roads in the Cleveland and Hambleton Hills, starting at 10 a.m. at the Cleveland Tontine Inn on the Yarm-Thirsk A.19 road, followed by a series of special tests held at West Hartlepool Airport in the afternoon.

Severe icing conditions on the high ground and frozen snow played havoc with time schedules on the road section and P. G. Walton, a "Monte" entrant, may have been grateful for the chance to practise—or not! So great a hold-up was caused by one particular hill that the Clerk of the Course was forced to bypass the trouble and make allowances accordingly on running times. The wintry roads were responsible for eight retirements but a fair proportion of the finishers managed to keep to time on the 64-mile circuit.

The south-west side of the hills was clear of snow, however, and the braking test *en route* at three-quarters distance was executed without unforeseen incident.

After lunch at the Tontine, the Rally transferred its H.Q. to West Hartlepool Airport where all competitors were clear of all tests by 4 p.m.

The weather was brilliant though cold and frozen roads must have been encountered by many on the way home.

The award winners were as follows:—

Best Performance of the Day: K. N. Lee (M.G.C.C.) (M.G.), 296 marks lost.

Best Novice: C. Harrison (Darlington) (Frazer-Nash/BMW), 379.

Best Hartlepoons Member: E. Herbert (Riley), 415.

Best up to 1,000 c.c.: W. T. Jobson (Newcastle) (Morris), 414.

Best 1,001-1,500 c.c.: K. N. Lee.

Best over 1,500 c.c.: A. Slater (Y.S.C.C.) (XK 120), 365.

Team Award: The M.G. North-Easterns (all M.G.s): K. N. Lee, 296; D. Butterwick, 338; A. Stross, 355; Total, 989.

First-Class Awards: S. Weightman (Newcastle) (Ford), 337; Dr. Armstrong (Y.S.C.C.) (M.G.), 337; H. Lang (Newcastle) (Ford), 351.

Second-Class Awards: J. Blumer (Darlington) (Sunbeam-Talbot), 375; J. I. Smith (Newcastle) (Jaguar), 376; M. Robinson (Stockton) (Morris), 377.

Special Award of Merit: D. Butterwick, 338.

MID-WEST BENTLEY D.C. A.G.M. AND FILMS

THE Mid-West Region of the Bentley Drivers' Club are holding a Film Show and pre-Christmas Party at the "Castle and Ball" Hotel, Marlborough, Wilts, on Saturday, 6th December, in connection with the third annual general meeting of the Region.

The A.G.M. is at 6.30 p.m. and is, of course, confined to those members of the club who are resident in the region. The party and film show commences at 8 and 8.30 p.m. respectively, and is open to all members of the B.D.C. irrespective of region, and to members of the following clubs by invitation: the Veteran Car Club, the Vintage S.C.C., the Alvis Owners' Club and the Plessey Car Club. Members of these clubs must apply for tickets, as accommodation is strictly limited, from: H. J. K. Townshend, Elmdown, Ramsbury, Wilts, before 2nd December.

The film show will consist of the latest "Esso" Motor Sport for 1952, and it is believed that this will be the first public showing of the complete record; together with the very interesting and original record of the 1904 Gordon Bennett race, very kindly loaned for the occasion by the Veteran C.C. In addition there are certain other interesting motor films, the total programme being some two to two-and-a-half hours. The party will continue until midnight, with private bar operational throughout the evening up to 11.30 p.m. It is known that this will be one of the biggest social evenings ever held in this region, with an attendance of some 150 members and guests, and it is anticipated that Marlborough High Street will have some of the finest displays of "vintage" machinery that it has ever seen.

HERTS COUNTY DANCE

HERTS County Automobile and Aero Club Ltd. are holding their Down Stage Party and Dance at the King's Arms Hotel, Berkhamsted, on Saturday, 3rd January, 1953, from 7.30 until midnight. Tickets at 10s. each, including buffet supper, can be obtained from the Hon. Secretary, D. T. Russell, of 18 Queen's Road, Watford.

C.U.A.C. MICHAELMAS RALLY

THE Cambridge University Automobile Club held their Michaelmas term rally on Sunday, 23rd November. The entry of 27 interesting motor-cars started on a route of approximately 200 miles, and the organizers were delighted to discover that the route through Essex and Suffolk was sufficiently hard to result in only six competitors retaining clean sheets.

The morning run included a 20 mile regularity section over which the competitors had to travel at an exact average of 24 m.p.h. This proved so slow that Clive Twentyman (Bristol 400) was cautioned by the police for loitering and causing an obstruction!

Lunch at Frinton was followed by driving tests on the front, where the best performance was put up by Dan Hastings (Plus Four Morgan). He was closely followed by George Money (Ford Ten)

who again proved that the Ford gear-box is ideal for tricky garaging problems.

The maze of Suffolk lanes, the 30 m.p.h. average, and icy roads caused everybody but the aforementioned six to lose marks during the evening's run; so icy indeed that Don Moore (M Type M.G.), arriving late at a control, failed to realize the state of the road until he measured his length on leaping out of the car.

The outright winner for the second year running was Henry Litherland whose excellently judged performance in the regularity section just put him ahead of Dan Hastings.

RESULTS

Premier Award: H. K. Litherland (M.G. TC).

Runner-up: D. O. Hastings (Plus Four Morgan).

Best Novice: C. Norton (M.G. TC).

Best Pre-1936 Car: A. Harmer (Morris Eight).

First-Class Awards: J. G. Marks (M.G. TD); C. Twentyman (Bristol 400); B. G. Campbell (Austin A40 Sports).

OXFORD UNIVERSITY MICHAELMAS TERM RALLY

THE Oxford University M.D.C. held a closed handicap rally on Sunday, 23rd November, starting and finishing at the Red Lion, Cassington. Handicaps were based on age and engine size, but as it happened the results were unaffected by this device owing to the navigational difficulties of the ingenious route planned by the Secretary, Tony Ambrose. The route was mostly in North Oxfordshire, and use was made of some of the more tricky sections employed in the recent Eight Club's Eastbourne Rally.

Though 15 competitors started and 15 eventually returned safely, only six finished—well spaced out—within the maximum time allowed: certainly it was another rally to be won on the road section, and the special test to decide ties was not necessary. Thanks are due to the Oxfordshire Motor Racing Club who nobly undertook the marshalling so that as many undergraduates as possible could compete.

RESULTS

1, J. R. Udal (M.G. TC); 2, D. N. Hamilton (Morris Minor tourer); 3, C. Hordern (M.G. TC).

SINGER O.C. MIXED EVENT

IN an atmosphere of snow and fog 22 starters out of an entry of 25 assembled at Potters Bar and Banstead for the start of the S.O.C. mixed event on Sunday, 16th November. The morning section consisted of scavenging some 12 items en route to the Skindles Hotel at Maidenhead, and although most competitors found that such things as 5d. bus tickets, milk bottle tops, etc., were to be obtained on an English Sunday, there were some "all male" crews who found "a lady's ear-ring" an object of extreme elusiveness, but despite all difficulties only five competitors failed to scavenge all the items.

After lunch the petrol economy run commenced, and this consisted of a point-to-point navigation course combining petrol economy. With the aid of two assistants from Esso coupled with many technical pieces of apparatus, petrol was sucked out from tanks at the

start, measured and returned. After this operation, the competitors set forth solving clues, hidden in tins in inaccessible places, until they reached the final rendezvous at the King's Arms, Stokenchurch, where again the petrol was withdrawn and measured, and it was the result of this re-measurement that produced some strange figures regarding petrol consumption ranging from 60 m.p.g. down to 15 m.p.g. Certain competitors were to be heard muttering remarks about "bribery and corruption", but there was a humorous sidelight when one competitor had something looking like a piece of chamois leather withdrawn from his petrol tank.

The solving of the navigation clues caused a stumbling block to many competitors and only two returned clean sheets. After the final check in, everyone hastened to the warmth and cheer of the lounge to await provisional results, which after some time of juggling with "ounces per gallon", "gallons per mile" finalized to miles per gallon.

RESULTS

1, P. A. Bailey (Singer, S.O.C.), 400 points (43 m.p.g.); 2, C. P. Blackmore Reed (A.C., A.C.O.C.), 353 (29 m.p.g.); 3, R. F. Mathews (Singer, S.O.C.), 340 (17 m.p.g.).

CLASS AWARDS

Class A (up to 1,000 c.c.): P. A. Bailey (Singer, S.O.C.), 400 points.

Class B (1,001-1,500 c.c.): A. C. Wallbridge (Singer, S.O.C.), 317.

Class C (over 1,501 c.c.): C. P. Blackmore Reed (A.C., A.C.O.C.), 353.

"FERGUSON" FALLS TO TODD

AFTER winning the first Irish Expert's Trial at the beginning of this month, Wilbert Todd, of Lisburn, has confirmed his right to the title of "Irish Expert, 1952" by taking the Ulster A.C.'s premier trials award, the Victor Ferguson Memorial Trophy. Todd, who used a short-chassis car with Hillman suspension and Austin A40 engine, won the "Ferguson" from C. E. Robb in 1949, when he was driving his ex-W.D. Humber special. The following year the Trophy returned to Robb's hands, and in 1951 it was won by Derek Johnston, the winner of this year's Circuit of Ireland Trial. Todd's victory is all the more praiseworthy in view of the fact that he has often loaned his efficient little special to rival competitors.

The Ulster Club's Haughton Trophy, for trials competitors who drive closed cars, was won by Esdale Dowling, who has used his own Hillman Minx and his brother's Ford Utility. This trophy was presented for the first time in 1951, when it was won by R. J. Adams (Sunbeam-Talbot).

F. W. McC.

RESULTS

Victor Ferguson Memorial Trophy: W. T. Todd, 49 points.

1st Class Awards: None.

2nd Class Awards: D. G. Johnston (38); C. F. C. Lindsay (33), C. E. Robb (32), R. C. McKinney (29), D. H. McWhir (26) and D. P. Johnson (26).

Haughton Trophy: J. E. Dowling (25). **Other Placings:** G. Wolseley (22), W. W. Henderson (20), Dr. W. N. Jones (19) and R. G. McBurney (19).

News from the Clubs—continued

CAMBRIDGE '50 CAR CLUB
SPORTING TRIAL

THE sporting trial, open to both open and closed vehicles, held recently by the Cambridge '50 Car Club, proved to be both popular and successful. Run on a handicap basis by which trials specials, although covering the same course, were more heavily penalized in the event of a failure or partial failure, it was found necessary to include the results of several driving tests to decide the final placings.

The course was for the most part over unmetalled tracks, or "drifts" as they are known locally. No real difficulty was experienced until competitors faced Heydon Hill, a loose and muddy gradient of one in six, which failed several saloons due to lack of traction, and one, admittedly inexperienced, driver of a special who considered it wiser to stop before selecting a lower gear.

A reverse, stop, reverse up a steep hill then found out those drivers who felt the need for three feet as a result of not having an efficient hand brake.

Paddock's Pasture was tricky, and worried several competitors who just would not get out of the rut, but the

was virtually a "Wall of Death" proved to be no mean feat.

Altogether an enjoyable event, with a free-for-all atmosphere appreciated by all the competitors, most of whom were having their first taste of muck-plugging.

PROVISIONAL RESULTS

Open Class: 1, J. Aley (Ford Spl.), 7 marks lost; 2, D. Moore (M.G.), 10; 3, K. Robinson (Morris Spl.), 20.

Closed Class: 1, D. Farnham (Vauxhall), 13; 2, A. Giles (Ford V8), 15; 3, H. Jackson (Hillman), 17.

VINTAGE WITLEY RALLY

THE Rally and Driving Tests meeting of the Vintage S.C.C. at Witley Park, near Haslemere, Surrey, on Sunday, 7th December, will begin at 12 noon. The tests will consist of quick starting, reversing, and various driving manoeuvres, and cars will be classified as under or over 1,500 c.c. Vintage, and under or over 1,500 c.c. Thoroughbreds. There will be an Inter-Team Contest, and a special award for the best performance by a member of the Light Car section of the V.S.C.C.



"OPEN" WINNER: J. Aley (Ford Spl.) first in his class with a loss of 7 marks, during the Cambridge '50 Club's Trial.

real fun started with an observed section aptly named Muck Mock-up. Here a muck heap had been skilfully blended with a muddy track, clearly with the object of landing competitors in the heap—and what a skiddy mixture it made. One farming type, with front wheels locked, found his vehicle acting as a hay sweep. The aforementioned inexperienced competitor made a spirited attempt at this section, only to be faced with the main body of the muck-heap, which could not be surmounted by keenness alone. Only one saloon managed this section non-stop, and only then by practically ignoring the marker-sticks.

Final driving tests in a disused gravel pit met with a rather mixed reception by the competitors, particularly the low-built saloons. Turning round in what

LONDON M.C. ANNUAL DINNER

ON Tuesday, 9th December, the Park Lane Hotel, London, W.1, will be the scene of the London M.C.'s Annual Dinner/Dance. Reception is at 6.45 p.m., dinner at 7.30 p.m., and dancing will continue until 1 a.m.

* * *

SWANAGE MAP READING RUN

ON Sunday, 23rd November, the Swanage Car Club held a map reading and social run, which attracted an entry of 18, mostly of the "family" type of car. Competitors assembled at the Grosvenor Hotel, Swanage, and were expected to maintain an average of 25 m.p.h. over a route of 60 miles. Seven map references were given, mostly round the Wimborne area, with, in some cases, marshals hidden from view. A number of lighthearted tests were held *en route*, notably the one where competitors had to start their engines on the handle in 20 secs. This produced some "pit work" of a highly diverting nature!

One section led down a muddy lane, and it was here that a marshal became ditched. The breakdown lorry was called out, and promptly became ditched as well. A number of competitors failed altogether to find this point.

The final check point was three miles from the finish, and marked the actual completion of the timed average section. The snag lay in the fact that the two marshals in charge of this point were snugly concealed in a small shed, complete with candles and oil stove! Quite a number of unfortunates arrived after dark and hunted frantically round, by torchlight, among trees and bushes, invoking a certain amount of profanity!

The last test was held at Swanage, after dark, and was a variation of our old friend, the reverse-parking test. Made doubly difficult by the darkness, a large number failed to make the grade. After the finish it was generally agreed that the event had been very good fun, although a number of people had discovered that their map reading sadly needed polishing up!

RESULTS

1, W. O. P. Miles (Austin A70), 95.41 marks; 2, K. C. Smith (Hillman Minx), 91.2; 3, L. McPherson (Humber Snipe), 91.12.



MULTIFARIOUS: Cars assembling for the start of the Swanage C.C.'s Map Reading Run, amongst makes to be seen here are Hillman, Austin, Studebaker, Ford and Singer. Winner was W. O. P. Miles, driving an A70 Austin.

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News from the Clubs—continued

750 M.C. TRAMPS' BALL

ON Wednesday next, 10th December, the 750 M.C. are staging a "Tramps' Ball" at the Abbey Hotel, Stonebridge Park, London, N.W.10, commencing at 8 p.m. There will be awards for the most original and scruffiest tramp's or trampess's outfit. Chief "Doss House Warden" will be Ken Bickle.

* * *

HOFFMANN M.C.'s FIRST ANNUAL DINNER

THE First Dinner—now to become an annual event—of the Hoffmann Motoring Club was held at the "Spinney" Roadhouse, Danbury, on Friday, 21st November, when 46 members and friends sat down to an excellent meal. The chairman, P. Shrimplin, terminated his short after-dinner speech with a presentation to the Hon. Secretary, from the Committee. The Hon. Secretary, R. Perkins, in his reply, thanked the Committee and gave a brief and amusing résumé of the Section's past year of activities.

The assembly were then treated to an excellent programme of motoring films, after which the floor was cleared and dancing commenced. In the meantime the Committee had appointed themselves bartenders for the evening, and a good time was had by all. Dancing continued into the small hours, the party eventually breaking up at about 1.30 a.m.

The A.G.M. of this Section will take place on Thursday, 11th December, at 5.20 p.m., in the Hoffmann Social Hall.

* * *

SHENSTONE'S CHASE TROPHY TRIAL

SHENSTONE and District C.C.'s closed invitation Chase Trophy Trial takes place on Sunday, 14th December, in the Cannock Chase and Tamworth areas, starting at Bassett's Pole not earlier than 10 a.m.

Clubs invited to take part are Sunbac, Hagley, Leics., Sheffield and Hallamshire, N. Midlands, Nottingham and Walsall. Entries must reach Miss F. Haynes, the Secretary of the Meeting, at Hayfin House, Castle Bromwich, by 8th December, first post.

COMING ATTRACTIONS

December 6th. *London M.C. Gloucester Trial, Cotswolds. Start, Bear Pools Café, Rodborough Common, near Stroud, Glos., 10 a.m. M.G.C.C. (Eire) Winter Trial.*

December 6th/7th. *Lancs. A.C. Night Navigation Trial. Start, Anchor Garage, Penny Street, Blackburn, Lancs., 11.30 p.m.*

Bugatti O.C. Welsh Rally. Start, James Fryer, Ltd., Widemarsh Street, Hereford, 11 a.m.

Hants & Berks/U.H.U.L.M.C.'s Night Navigation Trial. Start, Queen of Hearts, Hindhead, Surrey, 9 p.m.

Rhyl & Dist. C.C. Night Navigation Rally, N. Wales.

December 7th. *N. Midland M.C. Autumn Sporting Trial. Start, Devonshire Arms, Baslow, Derbyshire, 10.30 a.m.*

Chiltern C.C. Chiltern Hills Trophy Trial. Start, Queen Victoria Street, High Wycombe, 11 a.m.

Vintage S.C.C. Witley Rally, Witley Park, near Haslemere, Surrey, 12 noon.

Pathfinders & Derby M.C. Driving Tests, Derbyshire.

Northampton and Dist. C.C. Signpost Trial.

Taunton M.C. Trial, Devon.

Loughborough College M.C. Trial, Leicestershire.

Hagley & Dist. L.C.C. Trial, Shropshire.

M.G.C.C. (N.E.) Goathland Rally.

Jersey M.C. & L.C.C. Winter Trial.

TOMORROW—THE 34th "GLOUCESTER"

THE thirty-fourth running of the classic Gloucester Trial will be organized by the London M.C. tomorrow, 6th December. This is an R.A.C. Championship qualifying trial, and is eligible for the B.T.D.A. Gold Star competition. It starts at 10 a.m. from the Bear Pools Café, Rodborough Common, near Stroud, Glos., and the course will be about 30 miles in length, with the entry divided into two sections, to join the circuit at different observed sections.

U.H.U.L.M.C./H. & B.M.C. NIGHT RALLY

THE joint Night Navigation Rally of the United Hospitals and University of London M.C. and the Hants and Berks M.C. takes place this week-end, 6th/7th December, beginning and ending at the Queen of Hearts, Hindhead, Surrey. First car leaves at 9 p.m., and the course, 80-100 miles long, is on Ordnance Survey map 169, new popular edition.

CLUB FIXTURES

Cornwall Vintage C.C.—Ex.G.M., 5th December, Chiverton Arms, Blackwater, 8 p.m.

Aston Martin O.C.—Christmas Party and Prize-giving, 5th December, Rubens Hotel, Buckingham Palace Road, S.W.1, 7 p.m.

Plymouth M.C.—Annual Dinner/Dance, 5th December.

Brighton and Hove M.C.—Annual Dinner/Dance, 5th December.

Nottingham S.C.C.—Annual Dinner/Dance, 6th December, George Hotel, Nottingham.

Cheltenham M.C.—Dance/Presentation of Awards, 6th December, Priory Lawn, Cheltenham.

Thames Estuary A.C.—Talk by Alan Hess, 8th December, Queen's Hotel, Westcliff-on-Sea, 8 p.m.

N. London Enthusiasts' C.C.—Film Show, 9th December, Green Man, 128 Hale Lane, Edgware, 8 p.m.

Aston Martin O.C.—Second Tuesday meeting, 9th December, The Plough, Ruislip, Middx.

Citroën C.C.—Second Tuesday meeting, 9th December, Albert Hotel, Kingston Hill, from 7 p.m.

Lagonda Club (Northern Section).—Second Tuesday meeting, 9th December, Roe Cross Hotel, Mottram, near Salford.

750 M.C. (S.E. London).—Second Tuesday meeting, 9th December, The Greyhound, Bromley, Kent.

London M.C.—Annual Dinner/Dance, 9th December, Park Lane Hotel, W.1, 6.45 for 7.30 p.m.

Eastern Counties M.C.—Film Show, 10th December, Royal George, Colchester Road, 7.30 p.m.

750 M.C.—Tramps' Ball, 10th December, Abbey Hotel, Stonebridge Park, N.W.10, 8 p.m.

Bristol M.C. and L.C.C.—Annual Dinner/Dance, 11th December.

Cumberland S.C.C.—Annual Dinner/Dance, 11th December, Royal Oak, Keswick.

Vintage S.C.C. (Northern).—Second Thursday meeting, 11th December, Wheatsheaf Hotel, Baslow, Derbyshire.

(Midland).—Second Thursday meeting, 11th December, Red Lion, Church Street, Birmingham.

Hoffmann M.C.—A.G.M., 11th December, Hoffmann Social Hall, Chelmsford, Essex, 5.20 p.m.

Surrey Sporting M.C.—General Meeting, 11th December, Queen's Head, Nutfield, Surrey, 7.30 p.m.

Warrington and Dist. M.C.—Film Show, 10th December, Bridgefoot Garage, Warrington, 7.30 p.m.

London M.C.—Gloucester Trial film, 18th December, Bath House, Dean Street, London, W.1, at 7.30 p.m.

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SOUTHSEA M.C. INTER-TEAM AND HUNT TROPHY TRIALS**Chandler Still in Winning Vein—London M.C. Win Team Event**

ON the day following his win in the Fedden Trophy Trial, E. J. Chandler of the London M.C. was again successful in the Southsea M.C.'s Inter-Team and Hunt Trophy Trial, putting up best individual performance of the day, with a loss of 44 marks. Next best was R. W. Faulkner, with a loss of 46 marks, and as his was the best performance by a Southsea M.C. member, he gains the closed-to-club Hunt Trophy.

Weather was good, spirits were high, the course and the standard of driving were excellent. In the Inter-Team event, the "home" team, Southsea M.C., composed of Ron Faulkner, A. F. Erskine and D. W. Price, Jr., lost narrowly to the London M.C. team of E. Chandler, Tony Rumfitt and H. S. Sweeney, their respective debits being 170 and 152. Kentish Border C.C.'s teams 1 and 2 were third and fourth.

Non-starters included Wally Cuff, Leslie Onslow-Bartlett, Gilbert Best, and Rex Chappell, but the quality of the remaining runners, 20 in all, and including Mike Lawson, Wally Waring, Dave Price, E. G. Spence, and Doug Cotton, made this a very successful event.

RESULTS

Inter-Team Trophy: London M.C. (E. Chandler, A. E. Rumfitt, H. S. Sweeney), 152 marks lost. **Runners-up:** Southsea M.C. (R. W. Faulkner, A. F. Erskine, D. W. Price, Jr.), 170 marks lost.

Hunt Trophy (Southsea M.C. members).

Best Performance: R. W. Faulkner, 46 marks lost.

First Class Award: A. E. Rumfitt, 50.

Second Class Award: B. H. Dees, 58.

Best Individual Performance of Day: E. J. Chandler, 44 marks lost.

* * *

LAGONDA CLUB CHRISTMAS PARTY

THE Lagonda Club will be holding their Christmas Party and Prize-giving at the Rubens Hotel, Buckingham Palace Road, London, S.W.1, at 7.30 p.m. on Monday, 15th December.

The evening's programme will include competitions and projections of slides of members in action; open to actual and prospective members and their friends. Tickets at 5s. 6d., including buffet, are obtainable from P. G. Bartleet, Pelling Place, Old Windsor, Berks.

* * *

BUGATTI O.C. WELSH RALLY

THE invitation Welsh Rally organized by the Bugatti Owners' Club takes place this week-end, 6th/7th December, over a route taking in some of Wales's most magnificent scenery, and providing an excellent test for drivers, navigators and cars. The first day will comprise a 138-mile road section, including speed and regularity tests on the Eppynt mountain circuit, followed by an evening, with dinner, film show and dancing, at the Royal Gate House Hotel, Tenby.

Sunday morning will be spent at Lydstep for the timed hill-climb, followed by lunch, then the afternoon's

186-mile run to Stratford-on-Avon. There are classes for standard open and closed cars, and for supercharged cars and specials. Sunbac, Bristol M.C. & L.C.C., Cheltenham M.C., London M.C., M.G.C.C., Tenby M.C. and N. Staffs M.C. will be joining the B.O.C. in this event.

* * *

CLEVELAND RALLY

THE following amendments have been made to the results of the Hartlepool and District M.C.'s Cleveland Rally:—

Class Winner—Under 1,000 c.c.: Delete No. 31, W. T. Jobson, 415 marks lost; substitute No. 38, M. Robinson, 377 marks lost.

Second Class Awards: Delete No. 38, M. Robinson, 377 marks lost; substitute No. 32, D. C. Absolom, 384 marks lost.

* * *

SHEFFIELD AND HALLAMSHIRE CHRISTMAS TRIAL

FOR their Christmas Trial on Sunday, 21st December, the Sheffield and Hallamshire M.C. are reverting to a fully sporting event, to be held over an entirely new 20-mile course, not in the area of the "High Peak".

The start will be from the Peacock Hotel, Owl Bar, at 12 noon, and finishing point the Devonshire Arms, Baslow. The trial will be followed by a Christmas dinner and party, tickets for which can be obtained from H. Myers, of "Windrush", Kervin Road, Dore, Sheffield, at 8s. 6d. each.

The S. & H. Club's Annual Dinner is booked for 16th January, 1953, at the

Grand Hotel, Sheffield; tickets at 18s. 6d. each from Peter Roberts, 52 Rowan Tree Dell, Totley, Sheffield.

* * *

CORNWALL VINTAGE NIGHT TRIAL

ON Friday, 12th December, the Cornwall Vintage C.C. are holding a Night Navigation Trial, of approximately two hours' duration, starting from the Chiverton Arms, Blackwater, at 6.30 p.m. The course will be encompassed by sheet 190, Ordnance Survey map, 1 in./mile popular edition.

* * *

SOUTHSEA DOWNSTAGE DANCE

THE Southsea M.C.'s Downstage Dance takes place this year at the Clarence Pier Pavilion, on Wednesday, 17th December, from 8 p.m. to midnight. Tickets, limited to avoid overcrowding, are available at 5s. each from various Committee members.

The Club's December "last Thursday" meeting has been cancelled, as it coincides with Christmas Day.

* * *

M. & M.-K. M.C. CLOSED TRIAL

ON Sunday, 14th December, the Maidstone and Mid-Kent M.C. are holding a closed Trial over a course of about 20 miles, starting from Haynes's Garage, Ashford Road, Maidstone. First competitor will leave at 11 a.m. Finishing point is the Tudor House, Bearsted, Maidstone. Entry closing date is 10th December.

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ALVIS.—Offers wanted for 1927 Big Port 2-seater sports. Partially overhauled but not completed, all parts available. Engine never rebored, under .008 ovality.—Williams, Old Burghclere, Newbury. Telephone: Burghclere 226.

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£175! MAGNIFICENT vintage piece—16/95 touring-car in unblemished order throughout, 1930. £165! 12/60 Beetleback super sports 2-seater, fine mechanical condition. £95! 1934 12 h.p. Firefly sports saloon, crash-type gearbox, new tyres, carpenter wanted on body. We are breaking up a Speed 20, Firefly and a 12/50, most parts still available.—Alton Garage, 17-19 Brook Mews North, W.2. Paddington 3952.

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1951 XK 120 sports 2-seater, colour metallic green, 8:1 compression, all works modifications. Full history obtainable from private owner who has had the car since new.—Apply W. B. Black, Warren Park, Little Leighs, Nr. Chelmsford, Essex. Tel.: Gt. Leighs 208.

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JOWETT JUPITER, red, radio, heater, all latest modifications, 95 m.p.h., mileage under 3,000. Never raced, carefully run in. Genuinely as new. Must sell, accept £850 for quick sale. Terms if required.—Beeston, Allestree, Derby. Tel. 57611.

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 £190.—Box 966.

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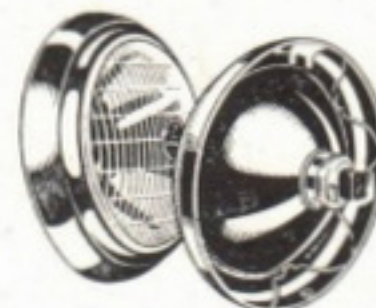
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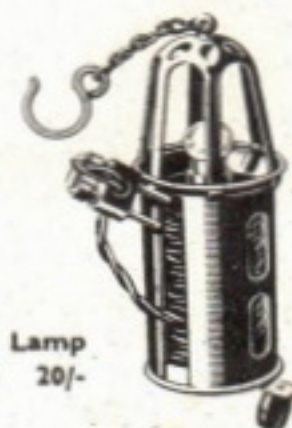
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